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, 2012 a & 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: $* NO_x$ "artificial" current emissions = virtual current emissions assuming no changes in emission factors 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 <u>evolution of the different so-called Euro</u> <u>norms</u>) 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 (<u>Germany: stronger</u> <u>dieselisation</u> then originally expected) is of the country's responsibility, this effect has to be excluded from any adjustment estimation.

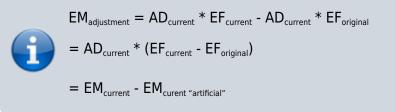
IN-COUNTRY ANALYSIS: THE TREMOD PERSPECTIVE

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



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 used at the time NEC ceilings were set (here: TREMOD 3.1)

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 (2021).

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 6.12 (Knörr et al., 2020a)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.

Table 1: Resulting adjustment proposal 2020

for year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
proposed adjustment	-296.1	-300.7	-300.4	-305.2	-294.9	-274.9	-250.9	-221.1	-179.6	-144.8

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	-13%
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	154.055.160	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	41.125.376	-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%
1A3.58	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%
1A3.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	-1.254.951	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	-45
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	6.308.801	-27%
143.58	diesel oil		672.754	672.764	0%	314,05	196,05	-38%		112.285.582	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	-435	53.190.787 275.130.233	51.300.983	1.889.905	-4% -63%
1.4.3.61	diesel oil		645.565	645.595	0%	426,19	159,80					
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	-4% -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				-23%		110.520.703	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%		108.535.230		-61%
1A3.61	gasoline		5.926	5.926	0%	190,27	171.05	-45	1.068.292	1.013.678	54.614	-5%
1A351	gascene diesel oil		5.926	5.925	0%	456,12	105,62	-378	65.712.732	15,215,007	50.496.726	-376
1A358	diesel oi		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	-20%
1A3.biv	gasoline		18,785	18,785	0%	95,14	181,66	-21%	1.805.897	3,412,476	-1,606,679	-21%
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	3%
1A3.61	diesel oil		696.592	696.592	0%	390.65	161,95	-59%		112.810.721		-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		138,787,459	-55%
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	100%
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					347,42	101,90			16.221.445		-71%
14356	gasoline diesel oil		159,183	159 181	1.1							
1A3.bii 1A3.bii	diesel oil			159,183					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	52.939 595.913	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%

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1A.35 H. Lotter B. Barro Day Webckie Barro Day Barro Day Ba			13.686	13.686	0%	884,75	614,25	-12%	7.995.060	6.996.917	-969.143	-12%
14.3.3 k ii. Can Can Can Desci (Can Can Desci (Can Can Can Can Desci (Can Can Can Can Can Can Can Can	Ewi	na 1	76.661	76.661	0%	338,50	207,74	-30%	25.915.925	19,199,292	-7.716.663	-30%
1A.35 H. I.A.35 H. I. I.A.35 H. I. I.A.35 H. I. I.A.35 H. I. I.A.35 H. I. I.A.35 H. I. I.A.35 H. I. I.A.35 H. I. I. I. I. I. I. I. I. I. I			96.425	96.425	e%	172,05	135.00	-22%	16.590.020	13.020.026	-3.568.995	-225
1A.3.5 i. Passesger Cars Desci O Errol Desci O Errol Errol Desci O Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol Errol	Causing Em	10 C m	133,139	133,139	616	58,51	70,18	20%	7.790.304	9.343.433	1.553.129	205
1A.33 H- Ita.33 H- Ita.35 H- I	Em	m-4	444.991	444.991	FN	42,27	42,19	0%	18.811.389	18.773.529	-37.858	05
1A.3.5 i. Passesgar Case Case Detail O Detail O D D D D D D D D D D D D D	Eart	re 5	31,234	31,234	05	18,61	42,19	127%	581.142	1.347.737	736.595	1275
Passenger Can Decid Of Eng Eng Eng Eng Eng Eng Eng Eng Eng Eng			0	0	- 65	25,08	42,19	62%	2	3	1	625
Caw Even Densil Oli Even Even Even Even Even Even Even Even		later enilos	795.957	795.957	65	97,55	64,99	.135	77.644.042	67.650.986	5.993.535	.131
1A.3b H - Reverse Constitution of the set	ter pre-	-Eara	1.916	1,915	4%	318,13	264,95	-16%	683,760	687,256	-96.905	-164
Detail (D) Emmiliant Emmiliant Emmiliant Emmiliant Emmiliant FCC1 Emmiliant Emmiliant Emmiliant Generation Emmiliant Generation Emmiliant Generation Emmiliant Generation Emmiliant Lable III. Emmiliant Lable III. Emmiliant Lable III. Emmiliant Emmiliant Emmiliant <td></td> <td></td> <td>10.338</td> <td>10.338</td> <td>0%</td> <td>296.62</td> <td>296,17</td> <td>-11%</td> <td>3.066.428</td> <td>2,741,307</td> <td>-325.121</td> <td>-119</td>			10.338	10.338	0%	296.62	296,17	-11%	3.066.428	2,741,307	-325.121	-119
Level Col Error Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Control Contro	Em	m 2	50.068	50.068	8%	405.50	219,19	-45%	29.372.795	10.974.210	-9.398.584	-465
14.3.5 iii- lawy by	Distant City	10 E e	134.025	134.025	62	542,04	178,54	-67%	72.646.173	23.929.276	-48.716.957	-675
Lun i Euro i Idead Idead Idead PICS I Idead PICS I Idead PICS I Idead Euro I	Eart	m-4	279.154	279.154	65	364,37	140,58	-63%	107.299.100	39,243,811	-68.055.348	-635
1A.35 H. Rando Day Vehicles Bases Bases Laybe Day Vehicles Bases Desel Of Bases Desel Of Desel Of Bases Desel Of Desel Of Dese	East	re 5	\$3.547	\$3.547	15	434,70	140,58	-60%	23.276.735	T.527.706	-15.745 829	-625
1A.3.b ii - Likab ii - Likab ii - Likab ii - Likab bay Vehicke Berei Likab bay Vehicke Berei Likab bay Desel 00 Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Ea	Eur	na-6	334	334	0%	267,62	140,58	-45%	85.044	46.953	-39.891	-65
A 2.5 H- Rear Devel OF Figure 1 A 3.5 H- Rear Devel OF Figure 2 A 4.5 H- Rear Devel OF Figure 2	Die	Hard foil tatal	529,380	529,380	65	439,45	160,58	.635	227.341.096	84.970.461	.142.376.635	.631
14.3.5 ii - Likub Day Vehicle Bare Likub Day Vehicle Bare Laus Care Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fare Fa	PO	s Total	1.325.337	1.325.337	6%	238,12	115,16	-50%	364.985.938	152.621.367	-152.364.578	.581
1A.35 H. I.A.35 H. I.BAT Day Vehicles H.DVN Vehicles H.DVN Vehicles Beers Desel OF Taxab H. Beers 1A.35 H. Beers Desel OF Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl E	pro-	Ewa	1,249	1,249	4%	627,09	645.95	3%	783.320	886.871	23.651	35
1A.3.b ii - Light Day Vebicle ILBVN) TA.3.b ii - Light Day Vebicle ILBVN Desel 00 Total To	Em	1 1	367	367	0%	861.05	297,39	-45%	305.969	106.020	-200.950	-855
Lab II - Lories Earl Light Day Vehicles Earl II.03Ve) Earl Earl Earl Earl Earl Earl Earl Earl	Eart	m 2	1.383	1.383	65	254,75	184,41	-30%	368.848	256.917	-111.931	-305
1A.3.b II - Good Light Day Vehicles BUNY Desid Of Earl Desid Of Earl Earl Earl Earl Earl Earl Earl Earl	European Carr	n 3	895	895	FN	82.47	90.63	10%	70.631	77.625	6.994	105
1A.3.5 H - Light Day Light Day Light Day Light Day Deel (0) Earl Earl Earl Earl Earl Earl Earl Earl	Caseline	ra-4	2,420	2.420	15	36.32	44.50	24%	87.987	188.679	20.772	245
1.3.3.b ii - Light Day Vehicles (LBW) Peter Construction (LBW) Deter Of Earn Earn Earn Earn Earn Earn Earn Earn	Eart	a S	49	49	0%	15.34	44.50	193%	750	2,210	1.458	1935
Light Day Under Light Day Under RUNA Error RUNA Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error Error	East	a 6	0	0	0%			0%		0		01
Light Day Light Day (Light Cay (Light) Light Cay (Light) Light Cay Light Cay Lig	·	notine total	6.125	6.105	65	255.87	254,75	.163.	1.618.432	1,358,328	.368.104	.161
TA.3.b HI- Beers Devel OF Earl Vehicle Beers Devel OF Earl Local Devel OF Earl Earl Earl Earl Earl Earl Earl Earl	dy		4.876	4.876	0%	425.99	306,79	-29%	2.077.142	1,495,903	-681.239	-285
LA35 HI- Tacks 5 H- Lorten Earl 1 TA35 HI- tacy 0 Lay 1 Vehicle: Devel 0 LA35 HI- tacy 0 Lay 1 Devel 0 Earl 1 Earl 1			5.989	5.989	0%	395.59	215.24	-47%	2,389,098	1,299,030	-1.080.069	-465
LA.3.b H- Beer Devel OF Earl Earl Earl Earl Earl Earl Earl Earl			13.125	13,126	FN	336.76	153.10	-45%	4,420,380	2,534,731	-1.885.629	-435
Lash Bi- taola B	Page 1		33,249	33,249	15	531.01	150.58	-72%	17.685.883	5.086,780	-12.648.123	-725
Lan I Euro I Euro I Euro I Interno Ditty Person Densel Oli Euro I Euro			54,581	54.581	15	491.42	80.00	-12%	26.821.835	4.840.722	-21.501.114	-825
Lovi Gaussiene G			1.629	1.629	45	427.50	80.00	-72%	696,296	164.434	-651.772	-755
14.3.5 H. 14.3.5 H. 15.5 H. 15			0	0	4%	161.73	80.69	-42%	7	4	-1	-621
LOW UNV		and oil total	111.450	113,450	65	416.34	134.96	.775	54,040,533	15.311.584	38,728,545	.121
A.3.3.8 H. Ha.3.8 H. Harry Day Webble: Beser Beser Lorit A.3.8 H. Harry Day Webble: Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite Lorite		Vs Total	119,775	119,725	85	464,70	139,18	-70%	55.658.966	96.649.913	-38.889.853	.785
1A.3.5 H - Erri 1 Newy Day Webche Devel 01 Erri 1 Bere 0 Bere 0 Bere 0 Erri 1 Bere 0 Bere 0 Bere 0 Bere 0 Erri 1 Erri 1 Bere 0 Erri 1 Erri 1			3.382	3.382	4%	1086.25	1029.78	475	3.674.087	3,452,644	-221.423	-85
1.A.3.b H- Ilawy Day Weldele Beses 1.A.3.b H- Ilawy Day Index B- Beses 1.A.3.b H- Beses Veldele Densi Oa Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Earl Ear			2,825	2,825	15	748.41	752,14	0%	2,117,871	2,125,595	7.723	05
News (have been been been been been been been be			10.152	10.152	15	801.86	643.47	-20%	8.140.119	6.532.213	-1.607.906	-205
Vehicle Date of Earl Base Earl TA.3.5 H - Earl Vehicle Date of Earl Vehicle Date of Earl Lorden Earl Lorden Earl K.3.5 V - Earl Natorised Earl Two Rotorised Earl	European Providence		15.090	15.090	15	633.22	457,25	-20%	10.065.775	7,289,299	-2.797.567	-205
Beses East East East Beset Proto East East East East Harden & East East East East East East East East	Diesel Oil		5.461	5.461	15	441.63	361,85	-22%	2,450,016	1.921.527	-528,409	-225
Lank Lank Lank Lank Lank Lank Lank Lank			10.326	10.325		337,28	182,30	-40%	3.482.417	1.982.544	-1.699 873	-461
Takab H- Eard Harry Day Northe Dend Of Eard Takab B- Eard Northe Dend Of Eard Eard Eard Eard Eard Eard Eard Eard			10.325	10.325		317,28	184,30	0%		1.882.844	-1.698.813	
1.4.3.b H - Errol Errol Welcher Dersel Of Errol Tauchs & Errol Lorrien Errol 1.4.3.b H - Errol Errol 1.4.3.b H - Errol Matoxised Errol Two- Gausine Errol			48.044	48.044	Ph	623.00	482.55	-235	29.931.265	23.183.732	4.747.534	-271
1A.3.5 H - Earl New Dry Vehicle Denoi O Earl Lorde Earl Lorde Earl Earl K.3.5 H - Earl Robatised Earl Twee Gausse Earl Wassies Earl												
14.3.b H - Ears 1 Havy Day Vehicle: Denel OF Ears 1 Faces 8 Ears 1 Earles Ears 1 Tacks 8 Ears 1 Tacks 8 14.3.b V - Ears 1 Motorised Ears 2 Two- Gastine Ears 3			10.185	10.185	9%	1040,15	787,37	-25%	10.510.623	7.754.138	-2.758.488	-265
Hanny Dohy Earni Ol Earni V Vehicke: Dinnel Ol Earni V Tracke & Earni V Earni K Earni V Tracke & Earni V Tracke & Earni V Notorised Earni V Theology Earni V Theology Earni V			5.677	5.677	PS	758,59	575,55	-23%	4.201.303	3.267.601	-893.792	-235
Vehicle: Denel Of Earl / Tracks & Earl / Earl / Earl / Earl / Track 1.4.3.b // Motorised Two. Gastine Earl / Two. Gastine Earl /			38.555	38.555	PS	817,62	524,79	-36%	31.525.526	20.234.619	-11.290.907	-365
Teach 6 Learn 1 Lorries Earn 1 Teach 1.4.1.b iv Earn 1 Notorised Earn 2 Two Gaustine Earn 2 Wheelers Earn 3	 Distal Oil 		158.933	158.933	45	636,28	374,48	-415	101.126.192	59.547.274	-11.608.921	
Earline Earline Track Track Track Track Track Earline Track Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earline Earlin	8 Lat		69.636	69.535 283.934	15	398,94	290,02	-36%	27.183.067	20.166.635	-7 817 232	-265
Track pr-En			283.934			276,62	151,85	-45%	78.640.643	43.115.897	-35.424.746	
pre2a 1.A.3.b le - Earl V Notorised Earl 2 Two Gaussies Earl 3 Wheelers Earl 4			0	0	4%			0%		0	0	05
1.A.3.b is . Early Notorised Early Two Gassine Early Wheelers Early		solis Total	566,741	568,741	65	446,67	271,80	-39%	253,148,243	154.056.160	-99.092.083	-381
Motorised Euro 2 Two- Gaudine Euro 3 Wheelers Euro 4			7.973	7.973	9%	122,00	149,16	Z2%	972.721	1.189.303	216.552	225
Two. Gassine Euro 3 Wheelers Euro 4			5.231	5.231	0%	123,77	185,74	34%	647.479	867.039	219.558	345
Wheelers Ears d			3.587	3.587	0%	941,96	194,21	30%	506.352	686.681	190.309	305
			2.900	2.900	0%	39,91	114,21	201%	116.190	667.002	452.834	2075
			0	0	0%			0%		0		01
(M2Wk) Ears 5			0	0	0%			0%		0		05
Maws	M2	Ws 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	Road Transport Tot	cal l	2.079.688	2.079.688	65	310,62	160,20	-465	645.965.162	349,851,296	296.113.956	461

				Activity Dat	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]
		pr-Gau	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
		Ewa 2	87,083	87,083	4%	179.38	136,58	-24%	15.620.983	11.883.792	-3.727.191	-3
		Ears 3	124,330	124,330	0%	61.64	71.52	16%	7.663.891	8.891.671	1,227,780	
	Gasaline	Ears 4	442,185	442,185	15	43.84	43.68	0%	13.384.914	19.316.439	-58.478	1
		Ears 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	85	52.09	01,61	.515	73,185,051	64,851,951	.0.333.900	
1A3bi.		pecas	1.711	1.711	15	318,90	264,95	-15%	631.983	453.197	-78.606	
Passenger Cars			8.426		15			-19%				
Cars		Ewa 1		8.426		297.32	295.85		2,685,115	2.239.997	-265.119	-1
		Ewa 2	42.614	42.614	9%	407,03	219.27	-45%	17.384.549	9.321.916	-7.982.634	-4
	Diesel Oil	Eare 3	121.429	121.429	9%	555,36	178,55	-65%	87.437.053	21.681.366	-48.755.887	-4
		Ears-4	264.943	264.943	95	368,98	143,46	-63%	102.817.801	38.089.755	-54.808.846	-4
		Ears 5	113.647	113.847	4%	435, 12	143,46	-67%	49.535.965	16.332.974	-33 203 994	-4
		Euro 6	685	685	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	
		Ern 1	283	283	15	858.74	384.47	414	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	1
		Ears-4	2.562	2.562	- PS	37,38	46,51	24%	95.786	119.162	23.376	2
		Ears 5	201	201	45	16,13	46,51	180%	3.082	11.190	7.308	11
		Ears 6	0	0	4%	15,33	46,61	263%	1	3	2	21
A356.		Gasoline total	6.118	6.118	65.	229,35	198,52	.13%	1.463.081	1,214,776	-188.305	
Light Duty Vehicles		pa Ena	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	
(road)		Earn 2	10.818	10.818	15	335.90	153,25	-43%	3,644,582	2.091.063	-1.953.530	
		Euro 3	25.575	25.575	PS 1	541.53	150.54	-72%	15.637.249	4.346.870	-11,200,379	-7
	Diesel Oil	Ears 4	60.832	60.632	15	403.62	49.25	-12%	30.039.914	5.429,811	-24.610.104	
					15			-10%			-2.335.835	
		Ears S	6.659	6.659		448,05	69,26		2.930.190	554.364		-
		East	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	16,718,142	-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	
A3bH.		Ears I	9.074	9.074	4%	804,17	643,36	-20%	7.297.125	5.837.959	-1.453.155	
eavy Duty		Ears II	14.087	14.007	45	633.96	457.38	-20%	9,425,690	6.889.064	-2.616.827	
Vohicle:	Desel Oil	Ears N	6.131	6.101	4%	448.00	361,01	-22%	2,000,000	1.005.274	-498.054	
Bases		Ears 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	
		Buses Total	47.365	47.365	Ph .	592.65	448.99	-245	28.071.221	21,266.323	.6.804.898	
		pre-Euro	8.044	8.044	624	1038,67	783,88	-26%	8.355.423	6.144.903	-2.210.491	1
		Earol	4.384	4.384	PS	758,96	574,04	-23%	3.288.422	2.5%377	-772.844	-
A3bH-		Ears I	29.277	29.277	- PS	817,97	520,31	-36%	23.947.723	15,233,223	-8.714.428	-3
eavy Duty Vehicle:	Diesel Oil	Ears II	121.581	121.581	45	635,56	372,68	-41%	77.271.520	45.312.437	-31.959.804	-
Venice: Trucks &	Cashe Ca	Ears N	68.430	68.430	4%	390,25	289,48	-36%	22.977.764	16.989.685	-6.068.019	-4
Lorries		Ears V	342.175	342.175	4%	279,30	152,00	-46%	95.569.479	52.019.687	-43 549 793	-
		Ewa M	0	0	4%			0%	0	Ú.		
		Trucks Total	563,891	563,891	85	418.38	244,97	-40%	231,410,271	138,136,342	-83.273.529	
		pre-Caro	7.389	7.389	45	122.96	150,24	Z2%	908.598	1.110.178	201.550	
		Euro 1	4,885	4,885	- PS	124,72	165,25	25%	589.299	888.547	201.56	3
A3ble -			4.085	3.544	- IS	104,72	194,58	30%	488.552	689,683	209.246	
Motorised		Ears 2										
Two.	Gasoline	Ears 3	3.550	3.660	15	39,59	194,58	382%	140.553	680.834	558 208	31
Wheelers		Ears 4	0	0	0%			0%		0		
(M2Wh)		Eara 6	0	0	4%			0%	0	¢		
				ALL DOLL	65.	and in the	100.00	545	2.137.082	3,299,162	4 412 414	
		M2Ws Total	19,289	19,289	674	110,79	171,04	9496	S-131,088	0.475,194	1.162.160	

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 Earn 1 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 37.445.557 225.035.57 225.035 32.535.557 225.036 31.645.646 31.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.558 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 35.559 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311,56 297,79 408,62 564,62 200,41 434,89 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 -115 -115 -115 -455 -455 -455 -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 Even 1 Even 2 Even 3 Even 4 Even 3 Even 4 Even 3 Even 4 Even 3 Even 4 Even 1 Even 1 Even 2 Even 1 Even 2 Even 1 Even 2 Even 1 Even 2 Even 3 Even 4 Even 3 Even 4 Even 3 Even 4 Even 3 Even 4 Even 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 15,27 218,83 428,45 395,34 358,40 559,53 559,53 559,53 559,53 429,70 151,34 499,22 442,70 151,34 499,27 442,70 151,34 495,51 727,34 458,51 429,34 454,10 347,84 533,22 533,22 533,22 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 LDVs Total pre-Eiro Earo I Earo II Earo II Earo IV Earo V Earo V Earo V Earo I Earo I Earo I Earo 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 2.360 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
 350.323

 41%
 224.429.180
 132.044.353

 27%
 822.538
 1.011.520

 30%
 536.615
 738.650

 47%
 445.017
 606.653

 30%
 150.386
 776.6%

 0%
 0
 0
 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

	Gataline	2000				100,000	1.001.00		10.000	1.1.00.000	100.000	10.00
		Eart 4	397.911	397.911	9%	47,22	46,52	-1%	18,790,345	15.589.937	-250.407	-1%
		Ears 5	138.863	138.863	85	18.60	46.52	150%	2.583.150	6.459.601	3.876.451	150%
		Care 6	2.714	2,714	15	25.99	46.52	72%	70.526	126,237	55.711	79%
14351.		Gasoline total	749,114	749,114	85	89.35	74,85	25	60.190.067	56.071.797	4.118.211	25
Passenger		pre-Euro	1.389	1,089	4%	312.26	264,95	-10%	433.981	369.139	46.742	-16%
Cars			5.625	5.625	15	298.42	296.79	-11%	1,678,472	1.680.688	177.894	-11%
Cars		Ewa 1										
		Ewe 2	28.437	28.437	4%	406.64	219,91	-45%	11.563.522	6.253.531	-6.309.991	-46%
	Diesel Oil	Eare 3	92,795	92,795	9%	574,33	178,67	-49%	53,294,955	16.579.373	-36.715.583	-89%
		Ears 4	222.583	222.583	9%	390,55	149,27	-62%	87.588.471	33,225,566	-54.372.905	-62%
		Ears 5	233,766	233,766	0%	435,42	149,27	-86%	101.787.275	34.884.758	-56 892 507	-60%
		Euro 6	4.536	4.536	0%	258.53	149.27	-42%	1.177.151	677.045	-508.106	-42%
		Diesel oil tatal	589,131	589,131	05	407.54	150,71	.645	257.533,720	\$3,499,010	.164.804.218	.64%
		PCs Total	1.338.245	1.038.245	15	217,42	111,37	.51%	317.723.735	149.570.806	.168.152.828	.57%
		po Euro	897	897	4%	633.81	645.95	2%	568 320	679.293	10 884	2%
		Errs 1	154	154	456	863.50	386.27	45%	167,261	59,326	-107 535	-85%
		Ears 2	836	836	15	214.42		-27%				-27%
							291,18		229.520	168,255	-61.255	
	Gasaline	Eare 3	TIH	TH	PS	92,66	101,70	10%	72.691	79.780	7.059	10%
		Ears-4	1.889	1.899	PS	40,70	45,89	20%	77.284	92.833	15.549	20%
		Ears 5	966	966	0%	16,67	40,09	193%	16.187	47,210	21.141	193%
		Eas 6	1	1	4%	17,60	48,89	179%	26	72	46	178%
14368.		Gasoline total	5.578	5.578	65	202,80	184,67	.9%	1.131.289	1.026.727	-104.492	.9%
Light Duty Vehicles		pa Ena	2,754	2754	0%	434.37	306,79	-28%	1,168,757	844.928	-323.828	-28%
1.0%		Ears 1	2,948	2,948	9%	395.75	216.25	-45%	1,166,782	634,586	-532.138	-46%
(rows)		Euro 2	6.962	6.962	15	338.02	193.35	-42%	2,345,147	1,350,014	-996.133	-42%
		Earn 3	20.421	20.421	15	568.12	150.38	-73%	11.437.995	3,070,913	-8.367.852	-73%
	Diesel Oil	Euro-4	55.007	55.007	15	497.72	90.45	-42%	27.775.440	5.048.416	-22.728.824	-82%
		Euro S	29.024	29.034	15	441.97	30.45	-80%	13.101.325	2.687.964	-10.403.361	-80%
		Eart 6	41	41	15	161,20	10.45	-40%	6.169	2,647,544	-2.479	-40%
		Diesel oil tatal	118,777	118,777	85	498,60	154,90	-76%	\$7,083,533	13.650.488	43.433.845	-168
		LDVs Total	124,354	124,354	65	468,14	118,00	-795	58.214.742	\$4,677,255	43.537.527	-19%
		pre-Euro	1.172	1.172	9%	1056,08	1015,23	-4%	1.249.028	1.194.143	-54.885	-4%
		Eart	1.054	1.054	9%	727,66	750,99	3%	765.620	791.181	24.561	3%
14388.		Ears I	6.884	6.884	9%	764,07	643,48	-10%	5.334.985	4.378.271	-856.637	-18%
Heavy Duty		Ears II	13.107	13.167	0%	638.43	457,65	-27%	8.262.000	5.998.226	-2.264.STS	-27%
Vehicler	Diesel Oil	Ears N	4.946	4.946	4%	468.55	361,71	-34%	2.270.061	1.739.796	-638.354	-24%
Beses		Ears V	34,096	34,096	4%	358.08	183.46	-49%	8.435.683	4.420.743	-4.014.761	-49%
		Ewa M	637	637	4%	44.76	183,46	310%	34.047	98.672	74.525	310%
		Buses Total	51,716	51,716	85	508,54	360,05	205	25.350.969	18.620.843	3,230,125	-275
			5.863	5.863	25	1035.72	737.35	-27%	6.072.170	4.322.888	-1,748,303	-25%
		pre-Care	2,985	2,985	in in	745.27		-24%		1.650.969		-24%
14368-		Earol					565,27		2.175.845		-525.877	
Heavy Duty		Ears I	15.444	15.444	15	818,57	5/(3,46	-31%	15.089.861	9.469.975	-5.619.856	-37%
Vehicle:	Desel Oil	Ears II	75.130	75.130	0%	630,53	367,33	-42%	47.587.440	27.587.780	-19.999.600	-62%
Trucks &		Ears N	42.781	42.781	4%	396,90	287,27	-37%	16.936.007	12.289.770	-4.647.837	-27%
Lorries		Ears V	436.999	436.999	4%	291,70	162,65	-46%	123, 101, 334	66.786.496	-56 394 827	-46%
		Eara VI	18.020	18.020	4%	60.67	152,65	201%	913.082	2,750,630	1.837.549	291%
		Trucks Total	600.139	600.139	65	353,06	297,90	-41%	211.887.531	124,788,469	-87.099.042	-47%
		pre-Euro	6.382	6.352	4%	123.07	151,79	25%	781.735	964.179	182.443	Z3%
1A3biv-		Ears 1	4.013	4.013	45	125.11	173.15	30%	582.073	684.880	192.807	38%
Motorised		Euro 2	3,382	3,382	15	132.24	195.58	45%	435.665	645.894	209.136	40%
Two	Gaustine	Ears 3	4.542	4.542	15	39.01	195,58	391%	181.610	082.175	710.555	391%
Wheelers		Eart d	0.		15	10,01	120,04	0%		0	1.0.0	0%
(M2Ws)								01				
(Land		Eara 5		0	1%					0		0%
		M2Ws Total	18.229	18,229	65	504,34	175,38	685.	1,962,088	3,197,008	1,294,951	685
1.A.3.b - Road	d Transport	Total	2.132.683	2.132.683	85	208,00	145,75	-505	616.079.063	310.854.371	305,224,892	-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 87.374 387.759 171.275 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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1.584.979 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 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 275 - 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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 ju 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

		Euro 6	29.612	29.612	0%	25,70	49,02	64%	790.701	1.451.403	660.793	84%
14351.		Gasoline total	715.156	715.156	65	24,38	71,73	.45	53,190,787	51.380.983	1.889.805	-6
Passenger		рьбаз	1,282	1,282	4%	318,32	264,95	-16%	367.917	309,733	-68.194	-655
Cars		Ewa 1	4,219	4,219	4%	299, 14	267,84	-10%	1,261,930	1,129,909	-132.821	-10%
		Ewe 2	19.689	19,689	4%	407,00	220.36	-45%	8.013.587	4.338.719	-3.674.788	-45%
	Diesel Oil	Ewe 3	71.044	71.044	0%	595.01	179.04	-70%	42.271.648	12,719,962	-29.551.685	-70%
	Dese Oil	Eart 4	152,410	152,410	0%	401.42	154.07	-42%	77.237.685	29.644.450	-47.593.206	-62%
		Euro 5	304.346	304.346	05	434.67	154.07	-45%	132,290,483	45,880,424	-85.400.853	-45%
		Ears 6	\$2.576	\$2.576	0%	258,76	154,07	-41%	13.657.082	0.180.384	-6.956.778	-41%
		Diesel oil tatal	645.565	645.565	65	436,19	159,00	.635	275.130.233	183,163,501	.171.966.732	.675
		PCs Total	1.360.721	1.368.721	6%	241,28	113,52	-53%	328.321.020	154.464.484	.173.856.536	.57%
		Na Ena	879	879	0%	664,37	645.95	-1%	675.380	667,977	-7.404	-1%
		Ewe 1	150	150	0%	895.63	311.90	-45%	134,623	46.851	-87.672	-65%
		Ewe 2	629	629	0%	298.27	212.54	-29%	187.533	133.879	-63.854	-29%
	Casaline	Euro 3	701	701	05	105.50	105.62	3%	73.969	76.155	2.156	3%
	Classifine	Euro-4	1.720	1,720	05	47,06	51,30	9%	80.955	85,245	7.290	9%
		Euro S	1.620	1.630	0%	18.41	\$1,30	179%	29.012	83.086	63.274	179%
		Ears 6	54	54	4%	18,71	61,30	174%	1.752	4.994	3.852	174%
14366.		Gasoline total	5,783	5,793	65.	167,12	172,88	.85.	1.083.997	1.080.999	32.528	
Light Duty Vehicles		pa Eura	2.323	2,323	0%	416,01	306,79	-26%	966,185	712.531	-253.654	-26%
(LOV)		Ewe 1	2,105	2,105	476	391.47	215.25	-45%	824.270	453.227	-371.843	-45%
(Cows)		Euro 2	5.025	5.025	65	334.81	193,29	-40%	1.632.296	971,296	-050 529	-40%
		Euro 3	15.701	15,701	45	588.35	150.67	-74%	2,112,414	2.365.713	-6.746.701	-74%
	Diesel Oil	Euro-4	47,480	47,480	05	501.73	91,74	-42%	23.782.396	4.348.298	-19.434.020	-42%
		Ears 5	62.116	62,116	0%	406.10	91,74	-79%	27.090.214	5.680.295	-21.392.009	-79%
		Euro 6	636	636	0%	154.01	91,74	-40%	\$7,759	68,230	-09.528	-40%
		Diesel oil tatal	135.306	135,386	6%	468,35	107,96	.77%	63,585,643	14,687,490	48,897,953	.77%
		LDVs Total	141.098	141.098	05.	457,76	110,62	-76%	64,589,370	15.688.490	-48.986.881	-76%
		pre-Euro	979	979	0%	1070.34	1019.23	-876	1.048.312	558.255	-50.058	-8%
		Evel	141	147	0%	738.26	751.91	3%	545.471	561.636	16.155	3%
14358.		Ears I	5.211	5.211	05	767.43	644.45	-10%	4.103.687	3.355.604	-745.853	-85
Heavy Duty		Ears II	11,282	11,282	0%	633,00	450,67	-20%	7.141.732	5.174.989	-1.966.822	-20%
Vehicle:	Diesel Oil	Ears N	4.586	4.686	4%	468,70	361,99	-25%	2.154.085	1.614.177	-639.829	-25%
Beses		Ears V	24.257	34.257	4%	368,77	184,59	-49%	8.727.068	4.477.641	-4.349.427	-49%
		Ewa M	6.224	6.224	4%	60,13	184,58	247%	277.542	964.225	696.694	247%
		Beses Total	52.287	52.287	0%	458,96	327,99	-295	23,997,817	17.149.448	4.848.379	-29%
		pre-Cara	4.319	4.319	0%	1034.69	737,35	-29%	4,488,571	3.184.428	-1.284.143	-29%
		Eart	1.883	1.853	0%	748.71	553.48	-25%	1.307.291	1.025.551	-361.740	-26%
1A38H-		Ears I	11.082	11.092	05	817,98	587,98	-35%	9.072.840	5.633.460	-3.439.381	-38%
Heavy Duty		Ears II	43.481	43.481	4%	631,55	361,66	-43%	27.460.779	15.724.631	-11.736.147	-0%
Vehicle: Trucks &	Desel Oil	Ears N	29.233	29.233	4%	396,88	283,72	-20%	11.672.060	0.294.100	-3.278.768	-20%
Lorries		Ears V	329,726	329.726	4%	264, 17	153,48	-45%	93.413.973	50.456.496	-42 967 477	-46%
		Ewa VI	170,797	170.767	4%	67,49	153,48	167%	9.813.354	26.292.007	16.308.694	167%
		Trucks Total	585,411	585.411	65	265,59	187,55	-30%	157,189,675	110.520.703	-46.668.913	-38%
		pre-Euro	5.T44	5.T44	4%	125,41	157,28	25%	720.441	983.470	183.828	25%
143.58		Ears 1	3.517	3.517	45	127,40	176,22	35%	445.085	619.819	171.733	38%
Motorised		Euro 2	3.382	3.382	05	\$27,35	196,90	55%	430.680	685.985	235.306	55%
Teres	Gaustine	Ears 3	5.011	5.011	4%	40,29	196,90	382%	234.126	1.164.415	910.209	389%
Wheelers		Ears 4	4	4	4%	16,96		-180%	69	904	736	1061%
(M2WN)		Ewa 6	0	0	4%			0%	8	0		0%
		M2Ws Total	18.459	18,459	6%	99.32	180,65	825	1.833.382	3.334.472	1.501.090	82%
1.A.3.b - Road	Transmort	Total	2,161,976	2.161.976	05	265.39	139,36	-415	575.901.265	301.077.506		405
											374,853,670	

djustment det	ails for 2066											
NFR Code	Fuel		CUITERS		difference	OWNER		difference	current			difference
		рнбаз	in (1 11.782	11,782	in [5] 0%	634,75	φ/TJ] 644,11	in [5] -12%	7.479.914	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	372,25 212,73	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	PN PN	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	299.66 221.40	-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	114,41 646.95	-51%	327.778.627 683.788	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%
	Gaseline	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%
	Contraction of	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	171,06 306,79	-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%	8.084.323	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%	765.285	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	1019,23 752,57	-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	0% 0%	632,87 475,90	450,91 362,28	-21%	6.539.364 2.117.210	4.741.027 1.666.001	-1.797.536 -668.338	-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%	23.062.109	16.683.117	-6.308.992	-27%
		pro-Euro Euro I	3.933	3.933	85. 85	1034,01 748,16	737,38 547,52	-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%	7.258.046	4.485.828	-2.771.218	-38%
Vehicle: Trucks &	Desel OI	Ears II Ears N	34.167 34.287	34.167 24.267	PS	630,01 396,94	360,56 281,06	-43%	9.640.394	12.251.155 6.845.581	-9.302.133 -2.794.893	-05
Lorrise		Ears V Ears M	259.735 261.460	269,735	PK	267,22 61,77	153,92	-49%	74,600.233 16,149,298	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	155,75	24% 39%	696.072 427.113	883.299 585.796	167.218	24%
Motorised		Euro 2	3.375	3.375	4%	125,04	197,68	50%	421.951	667.078	245.127	58%
		Ears 3	6.443	6.443	0%	40,30	197,68	391%	259.627	1.273.571	1.013.543	391%
Two- Wheelers	Gassline	Ears 4	65	65	4%	17,47	187,68	1031%	1.134	12.802	11.698	1001%
	Cataline	Ewa 5	0	0	4%			0%)	0	0	0%
Wheelers						17,47 96,14 258,89	187,68			0 3,412,476 382,991,820	11.698 8 1.696.579 250.897.738	
(M2Ws)	el Transport	Ears 5 M2Ws Total	0	0 18,785	0% 0%	96,14	181,65	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 5 M2Ws Total	0 18,785 2,207,339	0 18,785	0% 0% 0%	96,14 250,89	181,66 137,22 od Ereission	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)	el Transport	Ears 5 M2Ws Total	0 18,785 2,267,339	0 18,785 2,267.339 cctivity Data adjusted	0% 0% 0%	96,14 250,89 Impli- current	181,65 137,22 od Ereission 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	Earl 5 M2Ws Total Tatal	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 ed Emission adjusted g/TJ] 544,11	0% 89% .40% Factor difference in [N] -10%	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 -1.126.108	0% 89% .45% difference in [%] .42%
Wheelers (M2W4) 1.A.3.b - Roa djurtment det	d Transport ails for 2017	Eara 5 M2Ws Total Tasal	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	181,66 137,22 od Erminsion adjusted g/T,0] 644,11 221,68 141,35	0% 8% .45%	1.805.897 553.799.558 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% 68ference i= [5]
Wheelers (M2W4) 1.A.3.b - Roa djurtment det	d Transport ails for 2017	Ears 5 MXWs Total Total Total pre-Gars Ears 1 Ears 2 Ears 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	181,66 137,22 od Ernimion 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 7.014.207 6.568.311 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 -115.502	0% 89% .45% .45% .45% .45%
Wheelers (M2W4) 1.A.3.b - Roa djurtment det	d Transport ails for 2017 Fuel	Euro 5 M2W5 Total Tatal prefiano 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 Erelasion adjusted g/T.0] 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 6.589.311 8.617.570 4.254.938 17.316.320 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 ails for 2017 Fuel	Euro S M2We Total Total 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 od Emission adjusted g/TJJ 644,11 201,68 141,75 141,75 141,75 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 7.916.287 6.589.311 6.677.570 4.254.938 17.316.320 3.465.382 3.080.286 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 -1.125.100 -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 (MOW4) 1.A.3.b Ros djurtment det	d Transport ails for 2017 Fuel	Euro 5 M2Ws Total Tatal Euro 1 Euro 2 Euro 3 Euro 5 Euro 5 Euro 5 Euro 5 Euro 5 Euro 5 Euro 5 Euro 5	0 18,785 2,287,339 0,07968 12,282 17,242 30,435 54,271 30,435 54,271 315,005 194,731 194,731 174,531 5,310	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 adjusted g/TJj 64,11 241,68 141,75 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	0% 8% 455 adar diference in [N - 45% 34% 34% 34% 34% 34% 34% 34% 34% 34% 34	1.885.887 553.799.558 current 7.914.287 6.688.311 6.617.570 4.254.938 17.316.300 3.485.312 3.000.285 49.004.639 40.046.0343	0 3.432.476 342.981.420 MOy Emin adjuated in [94] 6.640.177 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	1 406 579 256.807.738 adjustment - 1 126 108 - 2 201 207 - 2 303 438 - 11 592 - 1.156 492 5 704 513 2 824 486 - 1 407 491 - 1 502 436	(% 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 ails for 2017 Fuel	Euro 5 M2WN Total Tonal Euro 1 Euro 1 Euro 2 Euro 3 Euro 5 Euro 5 Euro 5 Euro 5 Euro 5 Euro 5 Euro 5 Euro 5 Euro 1 Euro 1	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 42,262 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	ris 65 differences in [5] 75 75 75 75 75 75 75 75 75 75 75 75 75	96,14 258,89 correct in [b 616,73 372,99 217,43 75,49 217,43 75,49 21,74 35,55 26,59 26,55 26,69 269,57	181,66 137,32 adjusted adjusted (g/TJ) 644,11 241,68 141,35 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 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 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 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 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 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 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 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 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 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 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 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 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 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 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 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 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 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 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 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 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 51,25 51,25 51,25 51,25 51,25 51,25 51,25 51,25 51,25 51,2	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 0.87984 7.914.287 7.914.287 7.914.287 7.914.287 3.00.226 8.617.570 3.455.382 3.00.226 4.80.0863 1.082.298 5.614.130	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 4.3080 4.3180 4.3180	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 ails for 2017 Fuel	Enn 5 MOW Total Total Enn 1 Enn 1 Enn 2 Enn 4 Enn 5 Enn 4 Enn 5 Enn 1 Enn 1 Enn 1 Enn 1 Enn 2 Enn 1	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 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 10,285 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Roa djurtment det NER Code	al Transport atla for 2017 Fuel Gassiline	Exe 5 WWW Total Total PP-Exe Exe 1 Exe 1 Exe 2 Exe 3 Exe 5	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 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 14,176 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Wheelers (KOW) 1.A.J.b. 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Wheelers (KWN) 1.6.3.b. Ros djurtment det MFR Code 1.6.3.b i. Passeeger Cars	d Transport ath for 2007 Gassline Diesel Oil Gassline	Eas 5 Model Total Total Total Eas 1 Eas 1 Eas 1 Eas 2 Eas 3 Eas 4 Eas 5 Eas 5 Eas 5 Eas 4 Eas 5 Eas 5 Eas 4 Eas 5 Eas 4 Eas 5 Eas 4 Eas 5 Eas 4 Eas 6 Eas 6 Eas 6 Eas 1 Eas 6 Eas 6 Eas 6 Eas 7 Eas 1 Eas 6 Eas 6 Eas 6 Eas 7 Eas 7 Eas 6 Eas 6 Eas 7 Eas 7	0 18,195 2,207,339 10,207 10,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 11,207 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11/14

REVISION OF ADJUSTMENT PROPOSAL COMPARED TO SUBMISSIONS 2014 to 2019

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Adjustment 2014 (accepted) ⁸⁾ , ⁹⁾	-105.6	-101.3	-95.7	-91.7						
Adjustment 2015 (accepted) ¹⁰⁾ , ¹¹⁾	-100.3	-95.5	-89.9	-85.1						
Adjustment 2016 (accepted) ¹²⁾ , ¹³⁾	-151.3	-146.9	-145.1	-142.5	-128.1					
Adjustment 2017 (accepted) ¹⁴⁾	-151.3	-146.8	-145.0	-142.4	-127.2	-100.9				
Adjustment 2018 (accepted) ¹⁵⁾	-172.3	-174.5	-177.4	-180.4	-171.5	-148.9	-123.2			
Adjustment 2019 (accepted) ¹⁶⁾	-172.3	-174.5	-177.4	-180.3	-171.4	-148.8	-123.3	93.7		
Adjustment 2020 (accepted)	-297.8	-302.3	-301.3	-306.1	-294.5	-269.0	-244.3	-214.9	-174.6	
Adjustment 2021 (proposal)	-296.1	-300.7	-300.4	-305.2	-294.9	-274.9	-250.9	-221.1	-179.6	-144.8
Change against Adjustment 2020	1.7	1.6	0.9	0.9	-0.4	-5.9	-6.6	-6.2	-5.0	

Table 2: annual NO_x adjustment proposals, in kilotonnes

The noticeable differences between the 2017 and 2018 adjustment proposals resulted from an ad-hoc revision of the *Handbook Emission Factors for Road Transport* (HBEFA, version 3.3) in the aftermath of the so-called "Diesel-gate".¹⁷⁾

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^{18} 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 2020 adjustment proposal differed significantly from the adjustment applied for and accepted in 2019.

In comparison to 2020, the TREMOD model apllied for the 2021 submission has been revised only slightly in terms of NO_x emission factors. Hence, the 2021 adjustment proposal differs onyl slightly from the (accepted) proposal provided with submission 2020.

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

¹⁾ 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: https://iiasa.ac.at/web/home/research/researchPrograms/air/policy/france3b.pdf

²⁾ 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

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⁾ 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

⁵⁾ (bibcite 4)

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