

1.A.5.b - Other, Mobile (including Military)

Short description

In sub-category *1.A.5.b - Other, Mobile (including Military)* emissions from landbased, air- and waterborne military vehicles are reported.

NFR-Code	Name of Category										Method	AD	EF	Key Category Analysis		
1.A.5.b	Other, Mobile (including Military)										see sub-category details			see below		
1.A.5.b i	Land-based military transport and machinery										T1, T2	NS	CS, D	-		
1.A.5.b ii	Military Aviation										T1, T2	NS	CS, D	-		
1.A.5.b iii	Military Navigation										T1, T2, T3	NS, M	CS, D, M	-		
Key Category	SO ₂	NO _x	NH ₃	NMVOC	CO	BC	Pb	Hg	Cd	Diox	PAH	HCB	TSP	PM ₁₀	PM _{2.5}	
1.A.5.b	-/-	-/T	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	

For further information on sub-sector specific consumption data, emission factors and emissions as well as further information on emission trends, recalculations and planned improvements, please follow the links above.

Methodology

Activity data

Basically, all fuel deliveries to the military are included in the primary fuel delivery data provided by the National Energy Balances (NEB) (AGEB, 2019) ¹⁾. As the NEB does not provide specific data for military use, the following additional sources are used:

Military land-based vehicles and aviation:

For the years as of 1995, the official mineral-oil data of the Federal Republic of Germany (Amtliche Mineralölstatistik der Bundesrepublik Deutschland), prepared by the Federal Office of Economics and Export Control (BAFA), are used (BAFA, 2019) ²⁾. Provided in units of [1000 t], these amounts have to be converted into [TJ] on the basis of the relevant net calorific values given by ³⁾.

As the official mineral-oil data does not distinguish into fossil and biofuels but does provide amounts for inland deliveries of total diesel and gasoline fuels, no data on the consumption of biodiesel and bioethanol is available directly at the moment. Therefore, activity data for biofuels used in military vehicles are calculated by applying Germany's official annual biofuel shares to the named total deliveries (see also: info on EF).

As there is no consistent NEB data available for aviation gasoline, delivery data from ⁴⁾ is used.

Military navigation:

Primarily, fuel deliveries to military navigation is included in the NEB data provided in NEB lines 6:

Table 1: Sources for consumption data in 1.A.5.b

Table 2: Annual over-all fuel consumption in military vehicles and mobile equipment, in terajoules

source: (BAFA, 2019): Amtliche Mineralöl­daten für die Bundesrepublik Deutschland, Table 7j: “an das Militär” (“to the military”) and own estimates for blended biofuels

As the “consumption data” provided here originally represents fuel delivery data, some trends in “annual consumption” are influenced by stock-keeping activities. Here, a clear impact of storage effects can be observed for avgas, where a significantly high amount of 15 TJ was purchased in 2007 followed by zero or very small deliveries.

In addition, based upon the information available to the inventory compilers, no heavy fuel oil is used in national military navigation.

gallery size="small" : 1A5b AD.PNG : 1A5b AD bio.png : 1A5b AD AvGas.PNG [gallery](#)

Table 3: Further break-down of annual military fuel consumption, in terajoules

[illegible]

used in military navigation																		
Diesel Oil	983	665	563	410	383	366	360	349	347	330	313	302	332	273	359	489	436	558
Σ 1.A.5.b	75.928	34.615	19.267	12.934	10.949	9.676	10.260	10.863	9.735	9.995	6.879	7.339	7.972	8.098	7.952	5.041	4.202	6.968

source: (BAFA, 2020): Amtliche Mineralölstatistik für die Bundesrepublik Deutschland, Table 7j: "an das Militär" ("to the military"); BSH, 2020 (for fuel consumption in military navigation) and own estimates for blended biofuels

Emission factors

For further information on sub-sector specific emission factors, please refer to the sub-chapters on [land-based](#)], [airborne](#)] and [naval](#)] military activities.

Discussion of emission trends

NFR 1.A.5.b is no key category.

Nonetheless, this NFR category shows interesting trends for emissions of **Lead (Pb)** from leaded gasoline (until 1997) and aviation gasoline:

Until 1997, lead emissions were dominated by the combustion of leaded gasoline in military ground-based vehicles. Therefore, the over-all trend for lead emissions from military vehicles and aircraft is driven mostly by the abolition of leaded gasoline in 1997. Towards this date, the amount of leaded gasoline decreased significantly. After 1997, the only source for lead from mobile fuel combustion is avgas used in military aircraft. As for avgas, the trend of consumption is more or less decreasing steadily until 2005 but then shows a strong increase for 2006 and '07 (!), followed by no or very small deliveries. As mentioned above, there are no real consumption data available: AD is based on fuel deliveries to the military only. Thus, especially the trends for the use of aviation gasoline and the resulting emissions show this significant jumps in 2006 and 07. The party is aware of this issue and will try to solve it as soon as data allows. (see also: FAQ)

[gallery size="medium" : 1A5b_EM_Pb.png](#) [gallery](#)

The trend for **TSP** emissions reflects the impact of leaded gasoline at least for 1990 to 1997. For all other years, **particulate matter** emissions simply follow the trend in over-all fuel consumption.

[gallery size="medium" : 1A5b_EM_PM.png](#) [gallery](#)

Regarding **sulphur dioxide**, emissions not only reflect the trend of fuel consumption but also the impact of fuel-sulphur legislation.

[gallery size="medium" : 1A5b_EM_SO2.png](#) [gallery](#)

For all other reported pollutants, due to the application of tier1 emission factors, emission trends reported for this sub-category only reflect the trend in fuel deliveries.

[gallery size="medium" : 1A5b_EM_NOx.png](#) [gallery](#)

Recalculations

Basically, all recalculations result from the implementation of military navigation which was not taken into account before.

Activity data: Here, fuels (diesel oil and biodiesel) used for military navigation have been revised slightly within the underlying BSH model. Furthermore, the net calorific values (NCVs) used for transforming the inland deliveries data for diesel oil, gasoline and jet kerosene provided in metric tonnes into terajoules have been revised slightly.

Table 4: Revised over-all activity data, in terajoules

	= 2015	= 2016	= 2017	
= 1.A.5.b TOTAL				
~ Submission 2020	> 8,111	> 7,963	> 5,052	
~ Submission 2019	> 8,115	> 7,968	> 5,162	
~ absolute change	> -3,6	> -4,5	> -110	
~ relative change	> -0.04%	> -0.06%	> -2.13%	
= Diesel Oil				
~ Submission 2020	> 853	> 937	> 904	
~ Submission 2019	> 856	> 941	> 910	
~ absolute change	> -3,5	> -4,1	> -5,8	
~ relative change	> -0.41%	> -0.44%	> -0.63%	
= Biodiesel				
~ Submission 2020	> 44.9	> 41.3	> 32.9	
~ Submission 2019	> 45.1	> 41.5	> 33.6	
~ absolute change	> -0.19	> -0.22	> -0.71	
~ relative change	> -0.4%	> -0.5%	> -2.1%	
= Gasoline				
~ Submission 2020	> 3,342	> 3,009	> 2,502	
~ Submission 2019	> 3,342	> 3,009	> 2,605	
~ absolute change	> 0.08	> 0.07	> -103	
~ relative change	> 0.002%	> 0.002%	> -4.0%	
= Biogasoline				
~ Submission 2020	> 145	> 131	> 107	
~ Submission 2019	> 145	> 131	> 106	
~ absolute change	> 0.003	> 0.003	> 0.13	
~ relative change	> 0.002%	> 0.002%	> 0.12%	
= Jet Kerosene				
~ Submission 2020	> 3,726	> 3,845	> 1,507	
~ Submission 2019	> 3,726	> 3,845	> 1,507	
~ absolute change	> 0.00	> -0.27	> -0.11	
~ relative change	> 0.00%	> -0.01%	> -0.01%	
= Avgas				
~ Submission 2020	> 0.00	> 0.13	> 0.00	
~ Submission 2019	> 0.00	> 0.13	> 0.00	

- ⁴⁾ (bibcite 2)
- ⁵⁾ (bibcite 3)
- ⁶⁾ (bibcite 2)
- ⁷⁾ (bibcite 3)
- ⁸⁾ (bibcite 4)