

Short description

Category *1.A.3.d - Navigation* includes emissions from national and international inland and maritime navigation.

NFR-Code	Name of Category	Method	AD	EF	Key Category
1.A.3.d	Navigation	see sub-category details			
consisting of / including source categories					
1.A.3.d i (ii)	International Inland Waterways	Germany does not report emissions from this sub-category.			
1.A.3.d ii	National Navigation (Shipping)	see sub-category details			
1.A.3.d i (i)	International Maritime Navigation	see sub-category details			

Method

Activity Data

Primary fuel deliveries data for the entire navigation sector (maritime and inland waterways) is included in lines 6 ('International Maritime Bunkers') and 64 ('Coastal and Inland Navigation') of the National Energy Balance (NEB) (AGEB, 2019) ¹⁾. (For comparison, official mineral-oil data of the Federal Office of Economics and Export Control (BAFA, 2019) ²⁾ and sales data of the German Petroleum Industry Association (MWV, 2019) ³⁾ are used, too.)

Data on the consumption of *biodiesel* is provided in NEB line 64 from 2004 onward. However, as this data appears to be rather inconsistent, the consumption of biofuels is calculated within TREMOD via the official annual blending rates.

Table 1: Primary fuel deliveries as listed in the National Energy Balance, in terajoules

	= 1990	= 1995	= 2000	= 2004	= 2005	= 2006	= 2007	= 2008	= 2009	= 2010	= 2011	= 2012	= 2013	= 2014	= 2015	= 2016	= 2017	= 2018
< NEB line 6 - Maritime Bunkers ('Hochseebunkeringen')																		
~ Diesel / Light heating oil	> 23,336	> 20,426	> 21,542	> 18,971	> 18,636	> 22,376	> 24,441	> 20,300	> 20,748	> 22,483	> 21,046	> 18,617	> 18,333	> 20,898	> 43,376	> 42,606	> 36,872	> 31,406
~ Heavy fuel oil	> 80,230	> 64,382	> 69,578	> 92,020	> 85,370	> 85,277	> 104,066	> 103,830	> 92,614	> 93,063	> 92,649	> 87,595	> 77,754	> 73,729	> 57,900	> 74,844	> 58,788	> 39,570
< NEB line 64 - Coastal and Inland Navigation ('Küsten- und Binnenschifffahrt')																		
~ Diesel oil	> 27,710	> 23,562	> 11,864	> 11,625	> 12,831	> 11,188	> 6,826	> 5,426	> 11,091	> 11,182	> 12,050	> 11,322	> 11,635	> 12,112	> 13,321	> 11,131	> 10,150	> 9,383
~ Biodiesel	> 0	> 0	> 0	> 100	> 281	> 326	> 499	> 503	> 765	> 725	> 790	> 739	> 674	> 734	> 720	> 481	> 538	> 542
<																		
< TOTAL Navigation	~ 131,276	~ 108,370	~ 102,984	~ 122,716	~ 117,118	~ 119,167	~ 135,832	~ 130,059	~ 125,218	~ 127,453	~ 126,535	~ 118,273	~ 108,396	~ 107,473	~ 115,317	~ 129,062	~ 106,348	~ 80,901

source: National Energy Balances

As the statistical allocation of fuels delivered to the navigation (shipping) sector follows tax aspects, NEB line 6 ('International Maritime Bunkers') includes all fuel deliveries to IMO-registered ship involved in both national and international maritime activities. On the other hand, NEB line 64 ('Coastal and Inland Navigation') includes all fuel deliveries to ship involved in inland and non-IMO maritime navigation.

< 1.A.3.d ii (a) - National maritime navigation																		
~ Diesel oil / Light heating oil	> 15,940	> 11,258	> 11,860	> 11,231	> 9,962	> 9,845	> 10,395	> 10,834	> 9,486	> 8,685	> 8,489	> 9,046	> 9,047	> 9,965	> 13,359	> 16,295	> 15,221	> 15,856
~ Heavy fuel oil	> 11,723	> 8,041	> 8,577	> 8,069	> 7,172	> 7,004	> 7,425	> 7,797	> 6,733	> 6,114	> 5,961	> 6,410	> 6,376	> 6,046	> 50	> 7	> 7	> 283
~ Biodiesel	= NO	= NO	= NO	> 35	> 79	> 104	> 169	> 195	> 238	> 205	> 202	> 215	> 192	> 210	> 167	> 146	> 134	> 135
< 1.A.3.d ii (b) - National inland navigation																		
~ Diesel oil	> 20,664	> 18,597	> 6,788	> 6,921	> 8,634	> 7,050	> 6,836	> 5,683	> 7,129	> 7,497	> 8,466	> 7,556	> 7,777	> 8,567	> 9,422	> 7,873	> 7,179	> 6,636
~ Heavy fuel oil	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO
~ Biodiesel	= NO	= NO	= NO	> 60	> 189	> 205	> 305	> 281	> 491	> 486	> 555	> 493	> 454	> 495	> 530	> 315	> 385	> 388
< 1.A.4.c iii - Fishing																		
~ Diesel oil / Light heating oil	> 711	> 549	> 531	> 500	> 488	> 474	> 486	> 484	> 482	> 473	> 442	> 431	> 429	> 472	> 555	> 1,117	> 1,208	> 2,455
~ Heavy fuel oil	> 24	> 18	> 18	> 17	> 16	> 16	> 16	> 16	> 16	> 16	> 15	> 14	> 14	> 13	> 0	> 0	> 0	> 0
~ Biodiesel	= NO	= NO	= NO	= 2	= 4	= 5	= 8	= 9	= 13	= 12	= 11	= 11	= 10	= 10	= 10	= 8	= 8	= 8
< 1.A.5.b iii - Military navigation																		
~ Diesel oil / Light heating oil	> 983	> 665	> 563	> 431	> 410	> 383	> 366	> 360	> 349	> 347	> 330	> 313	> 302	> 332	> 273	> 359	> 489	> 423
~ Heavy fuel oil	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO	= NO
~ Biodiesel	= NO	= NO	= NO	> 4	> 9	> 11	> 16	> 18	> 24	> 22	> 21	> 20	> 18	> 19	> 14	> 11	> 11	> 11

For information on specific fuel consumption data for the covered areas of navigation, please refer to the sub-chapters linked above.

++ Emission factors

Annual country-specific emission factors have been developed within the underlying models maintained at the ifeu Institute for Energy and Environmental Research (Knörr et al. (2019a): TREMOD) ⁴⁾ and the Federal Maritime and Hydrographic Agency (Deichnik (2019): BSH model) ⁵⁾.

For information on these country-specific emission factors, please refer to the sub-chapters linked above.

Furthermore, for heavy metal and POP emissions tier1 EF have been derived from the EMEP/EEA Guidebook 2019 mainly ⁶⁾.

For information on the **emission factors for heavy-metal and POP exhaust emissions**, please refer to [Appendix 2.3 - Heavy Metal \(HM\) exhaust emissions from mobile sources](#) and [Appendix 2.4 - Persistent Organic Pollutant \(POP\) exhaust emissions from mobile sources](#)].

[!- Table 4 shows the tier1 emission factors for exhaust emissions of **heavy-metals** and **POPs** as applied to all navigation sub-categories in 1.A.3.d as well as NFRs 1.A.4.c iii and 1.A.5.b iii. The listed values have been derived from default values provided in the EMEP/EEA air pollutant emission inventory guidebook (EMEP/EEA, 2019) ⁷⁾ and (Rentz et al., 2008) ⁸⁾.

Here, as the guidebook does not provide source-specific values for **PAHs**, respective values provided for diesel in railways and heavy duty road vehicles have been applied as a gap-filling proxy.

Table 4: Tier1 emission factors for heavy-metal and POP exhaust emissions

