

[illegible]

source: TREMOD 6.02 ²⁾

Discussion of emission trends

Please see sub-category chapters [1.A.3.b vi - Automobile Tyre and Brake Wear](#) and [1.A.3.b vii - Automobile Road Abrasion](#).

Recalculations

Recalculations were carried out due to a fundamental revision of the TREMOD software.

Table 2: Revised mileage data , in 10^6 kilometers

[illegible]

relative change													
HDVs: Trucks													
Submission 2021													
Submission 2020													
absolute change													
relative change													
HDVs: Buses													
Submission 2021													
Submission 2020													
absolute change													
relative change													
Motorcycles & Mopeds													
Submission 2021													
Submission 2020													
absolute change													
relative change													
REVISED TOTAL MILEAGE													
Submission 2021													
Submission 2020													
absolute change													
relative change													

For changes in the **emission factors** applied, please refer to the sub-ordinate chapters on **tyre and brake wear** and **road abrasion**.



For more information on recalculated emission estimates for Base Year and 2018, please see the pollutant specific recalculation tables following chapter [8.1 - Recalculations](#).

Planned improvements

Besides the **routine revision of the TREMOD model**, no specific improvements are planned.

³⁾ ⁴⁾

^{1), 2), 3)} Knörr et al. (2020a): Knörr, W., Heidt, C., Gores, S., & Bergk, F.: ifeu Institute for Energy and Environmental Research (Institut für Energie- und Umweltforschung Heidelberg gGmbH, ifeu): Fortschreibung des Daten- und Rechenmodells: Energieverbrauch und Schadstoffemissionen des motorisierten Verkehrs in Deutschland 1960-2035, sowie TREMOD, im Auftrag des Umweltbundesamtes, Heidelberg & Berlin, 2020.

⁴⁾ EMEP/EEA, 2019: EMEP/EEA air pollutant emission inventory guidebook – 2019

