

1.A.3.b iv - Road Transport: Mopeds & Motorcycles

Short description

In sub-categories *1.A.3.b iv - Road Transport: Mopeds & Motorcycles* emissions from fuel combustion in motorised two-wheelers are reported.

Category Code	Method					AD					EF				
1.A.3.b iv	T1, T3					NS, M					CS, M, D				
Key Category	SO ₂	NO _x	NH ₃	NM VOC	CO	BC	Pb	Hg	Cd	Diox	PAH	HCb	TSP	PM ₁₀	PM _{2.5}
1.A.3.b iv	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-	-/-	-/-	-/-

Methodology

Activity data

Specific consumption data for mopeds and motorcycles is generated within the TREMOD model (Knörr, 2020a) ¹⁾.



The following table provides an overview of annual amounts of gasoline fuels consumed by motorized two-wheelers in Germany.

Table 1: Annual fuel consumption of mopeds and motorcycles, in terajoules

	1990	1995	2000	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
MOPEDS																		
Gasoline	4.953	3.102	3.133	3.056	3.021	3.169	3.240	3.517	3.298	3.235	3.067	3.152	3.157	3.176	3.191	3.190	3.136	3.195
Biogasoline	0	0	0	21	44	43	62	100	127	133	136	135	137	138	139	134	141	138
Σ Mopeds	4.953	3.102	3.133	3.077	3.065	3.212	3.302	3.617	3.426	3.368	3.203	3.287	3.294	3.313	3.330	3.324	3.278	3.333
MOTORCYCLES																		
Gasoline	16.747	16.206	20.514	19.740	18.888	18.352	17.563	16.613	15.680	15.294	14.426	14.327	14.738	14.516	14.812	15.195	14.565	14.780
Biogasoline	0	0	0	21	44	43	62	100	127	133	136	135	137	138	139	134	141	138
Σ Motorcycles	16.747	16.206	20.514	19.761	18.932	18.395	17.625	16.714	15.807	15.427	14.561	14.463	14.875	14.654	14.950	15.330	14.706	14.917
MOTORIZED 2-WHEELERS: Mopeds & Motorcycles																		
Gasoline	21.700	19.308	23.648	22.796	21.909	21.521	20.803	20.130	18.978	18.530	17.492	17.480	17.894	17.691	18.003	18.385	17.702	17.974
Biogasoline	0	0	0	157	316	291	398	575	733	760	775	749	778	767	782	775	796	775
Σ 1.A.3.b iv	21.700	19.308	23.648	22.953	22.225	21.812	21.201	20.705	19.712	19.289	18.268	18.229	18.673	18.459	18.785	19.160	18.497	18.750

source: TREMOD 6.02 ²⁾



For information on mileage, please refer to sub-chapters on emissions from [tyre & brake wear and road abrasion](#).

Emission factors

The majority of emission factors for exhaust emissions from road transport are taken from the 'Handbook Emission Factors for Road Transport' (HBEFA, version 4.1) ³⁾ where they are provided on a tier3 level mostly and processed within TREMOD ⁴⁾.

However, it is not possible to present these highly specific tier3 values in a comprehensible way here.



With respect to the country-specific emission factors applied for particulate matter, given the circumstances during test-bench measurements, condensables are most likely included at least partly. ¹⁾

For heavy-metal (other than lead from leaded gasoline) and PAH exhaust-emissions, default emission factors from the 2019 EMEP Guidebook (EMEP/EEA, 2019) ⁵⁾ have been applied. Regarding PCDD/F, tier1 EF from (Rentz et al., 2008) ⁶⁾ are used instead.

Table 3: Overview of applied EMEP/EEA defaults and other tier1 EF

As	Cd	Cr	Cu	Hg	Ni	Pb	Se	Zn	PCDD/F	B[a]P	B[b]F	B[k]F	I[...]P	PAH 1-4
[g/TJ]									[µg/km]	[mg/TJ]				
0.007	0.005	0.145	0.103	0.200	0.053	0.037	0.005	0.758	0.0000027	192.91	215.88	156.17	234.25	799.21

Discussion of emission trends

NFR 1.A.3.b iv is no key category.

Carbon monoxide



Non-methane volatile organic compounds

Since 1990, exhaust emissions of NMVOC have decreased due to technical improvements.



Nitrogen oxides



Sulphur dioxide

As for the entire road transport sector, the trends for **sulphur dioxide** exhaust emissions from two-wheelers shows characteristics very different from those shown above: Here, the strong dependence on increasing fuel qualities (sulphur content) leads to a cascaded downward trend of SO₂ emissions, influenced only slightly by increases in fuel consumption and mileage.



Particulate matter & Black carbon

Particle emissions result from the combustion of gasoline and bioethanol. Here, due to the assumption that nearly all TSP emitted is formed by particles in the PM_{2.5} range, similar estimates are provided for all three fractions. (Exception: Until 1997, additional TSP emissions from use of leaded gasoline are included.)



Recalculations

Compared to submission 2020, recalculations were carried out due to a routine revision of the TREMOD software and the revision of several National Energy Balances (NEB).

Here, **activity data** were revised within TREMOD.

Table 4: Revised fuel consumption data, in terajoules

	1990	1995	2000	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
GASOLINE																	
Submission 2021	21.700	19.308	23.648	22.796	21.909	21.521	20.803	20.130	18.978	18.530	17.492	17.480	17.894	17.691	18.003	18.385	17.702
Submission 2020	23.131	19.972	24.124	23.030	21.811	21.678	20.902	20.202	19.039	18.591	17.555	17.548	17.996	17.777	18.080	18.456	17.915
absolute change	-1.431	-664	-476	-233	98,6	-157	-99,0	-71,5	-60,7	-61,7	-62,4	-68,3	-102	-86,0	-77,0	-71,3	-214
relative change	-6,18%	-3,3%	-2,0%	-1,0%	0,45%	-0,7%	-0,5%	-0,4%	-0,32%	-0,33%	-0,36%	-0,39%	-0,56%	-0,48%	-0,43%	-0,39%	-1,19%
BIOGASOLINE																	
Submission 2021	0	0	0	157	316	291	398	575	733	760	775	749	778	767	782	775	796
Submission 2020	0	0	0	158	314	293	400	577	736	762	778	752	783	771	785	778	806
absolute change	0	0	0	-1,60	1,42	-2,12	-1,89	-2,04	-2,35	-2,53	-2,77	-2,93	-4,42	-3,73	-3,35	-3,01	-9,62
relative change	#DIV/0!	#DIV/0!	#DIV/0!	-1,01%	0,45%	-0,72%	-0,47%	-0,35%	-0,32%	-0,33%	-0,36%	-0,39%	-0,56%	-0,48%	-0,43%	-0,39%	-1,19%

TOTAL FUEL CONSUMPTION																	
Submission 2021	21.700	19.308	23.648	22.953	22.225	21.812	21.201	20.705	19.712	19.289	18.270	18.233	18.677	18.464	18.791	19.167	18.505
Submission 2020	23.131	19.972	24.124	23.188	22.125	21.971	21.302	20.779	19.775	19.354	18.336	18.304	18.783	18.554	18.871	19.242	18.729
absolute change	-1.431	-664	-476	-235	100	-159	-101	-73,6	-63,1	-64,3	-65,2	-71,2	-106	-89,7	-80,4	-74,4	-223
relative change	-6,18%	-3,33%	-1,97%	-1,01%	0,45%	-0,72%	-0,47%	-0,35%	-0,32%	-0,33%	-0,36%	-0,39%	-0,56%	-0,48%	-0,43%	-0,39%	-1,19%

Due to the variety of tier3 **emission factors** applied, it is not possible to display any changes in these data sets in a comprehensible way.



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

Planned improvements

Besides a routine revision of the underlying model, no specific improvements are planned.

FAQs

^{1), 2), 4)} 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.

³⁾ Keller et al. (2017): Keller, M., Hausberger, S., Matzer, C., Wüthrich, P., & Notter, B.: Handbook Emission Factors for Road Transport, version 4.1 (Handbuch Emissionsfaktoren des Straßenverkehrs 4.1) URL: <http://www.hbefa.net/e/index.html> - Dokumentation, Bern, 2017.

⁵⁾ EMEP/EEA, 2019: EMEP/EEA air pollutant emission inventory guidebook 2019; <https://www.eea.europa.eu/publications/emep-eea-guidebook-2019/part-b-sectoral-guidance-chapters/1-energy/1-a-combustion/1-a-3-b-i/view>; Copenhagen, 2019.

⁶⁾ Rentz et al., 2008: Nationaler Durchführungsplan unter dem Stockholmer Abkommen zu persistenten organischen Schadstoffen (POPs), im Auftrag des Umweltbundesamtes, FKZ 205 67 444, UBA Texte | 01/2008, January 2008 - URL: <http://www.umweltbundesamt.de/en/publikationen/nationaler-durchfuehrungsplan-unter-stockholmer>

¹⁾ During test-bench measurements, temperatures are likely to be significantly higher than under real-world conditions, thus reducing condensation. On the contrary, smaller dilution (higher number of primary particles acting as condensation germs) together with higher pressures increase the likeliness of condensation. So over-all condensables are very likely to occur but different to real-world conditions.