Adjustment DE-A regarding NOx from Road Vehicles

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, 2012a & 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 so-called "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: $* NO_{,x}$, 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 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 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

math EM_\text{ adjustment} = AD_\text{ current} * EF_\text{ current} - AD_\text{ current} * EF_\text{ original} =
AD_\text{ current} * (EF_\text{ current} - EF_\text{ original}) = EM_\text{ current} - EM_\text{ current-"artificial"} math

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 (2020).

Unfortunately, the oldest TREMOD version available for such comparison is TREMOD 3.1 from 2002⁶⁾, 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 6.02 (Knörr et al., 2019a)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										

The following screenshots show the TREMOD 3.1 / TREMOD 6.12 implementation comparisons per vehicle type/fuel/Euro regulation.

<u>Activity Data</u>

* **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

			Α	ctivity Data		Implied	Emissio	a Factor		NO, Emi	issions	
NFR Code	Fuel	Year	current		difference	current a	adjusted	difference	current		adjustment	
			in [in [5]	in (kg		in [%]		in (kg)		in (%)
1.A.3.bi	gasoline		796.957	795.957	0%	97,55	84,99	-13%	77.644.842 227.341.096	67,650,906	9.993.935	-13%
A3bi	diesel oil		529.300	629.300 6.325	0%	429,45 255,87	199,61 214,75	-63% -16%	1.618.432	1.358.328	142.370.635 260.104	-63% -16%
1A3.bii 1A3.bii	gasoline diesel oil		6.325 113.450	113,450	0%	476,34	134,95	-72%	54.040.533	15.311.584	38.728.949	-72%
A3bii	diesel oil		48.044	48.044	0%	623,00	482,55	-23%	29.931.266	23.183.732	6.747.534	-23%
A3bii	diesel oil		566.741	566.741	0%	445.67	271.83	-39%	253.148.243		99.092.083	-39%
A3.biv	gasoline		19.712	19.712	0%	113,68	168,43	48%	2,240,749	3.320.034	-1.079.285	485
A 3.6 TOT		2010	2.079.688	2,079,608	0%			0%	645.965.162	349.851.206	296.113.956	-465
A3.b1	gasoline		794.688	754.688	0%	92,09	81,61	-11%	73.185.851	64.851.951	8.333.900	-115
1.A.3.bi	diesel oil		553.564	553.564	0%	434,12	159,22	-63%	240.313.791	88.138.959	152,174,832	-63%
1A3.bii	gasoline		6.118	6.118	0%	229,35	198,57	-13%	1.403.081	1.214.776	188.305	-13%
(A.3.bii	diesel oil		115.967	115.967	0%	481,55	126,92	-74%	55.844.518	14.718.142	41.126.376	-74%
1A3.bH	diesel oil		47.365	47.395	0%	692,65	448,99	-24%	28.071.221	21.266.323	6.804.898	-245
1A3.bii	diesel oil		563.891	563.891	0%	410,38	244,97	-40%	231.410.271	138.135.342	93.273.929	-405
1.A.3.6 W	gasoline		19.289	19.289	0%	110,79	171,60	54%	2.137.002	3.299.162	-1.162.190	545
A.3.6 TOT		2011	2.100.883	2.100.883	0%			0%	632.365.736		300.740.081	-481
A.3.61	gasoline		750.957	750.957	0%	85,73	78,00	-9%	64.379.994	58.577.229	5.802.765	-95
A3.b1	diesel oil		555.245	555.245	0%	435,96	158,66	-64%	242.062.902	88.095.699	153.966.203	-643
A.3.bii	gasoline		5.657	5.657	0%	218,93	193,15	-12%	1.230.520	1.092.662	145,059	-125
A3.58	diesel oil		114.350	114.350	0%	481,91	120,17	-75%	55.106.382	13.741.354	41.365.028	-759
1A3.bii	diesel oil		50.982	50.902	0%	533,22	384,33	-28% -41%	27.141.913 224.829.180	19.663.208 132.064.753	7.578.704 92.764.428	-285
A3.68	diesel oil		589.585	589.585 18.268	0%	381,33	224,00	-41%	1.962.546	3.165.439	-1.202.893	-415
A3.biv A3.b TOT	gasoline XI	2012	18.268	2,084,954	0%	107,43	173,28	01%	616.721.438			-495
A3.51	gasoline	2012	749.114	249.114	0%	80,35	74,85	-7%	60.190.007	56.071.797	4.118.211	-73
1A3.bi	diesel oil		589.131	589.131	0%	437,14	158,71	-64%	257.533.728	93,499,010		-641
A3bi	gasoline		5.578	5.578	0%	202,80	184,07	-9%	1.131.209	1.026.727	104.482	-99
1.4.3.61	diesel oil		118.777	118.777	0%	480.60	114,93	-76%	67.083.633	13,650,400	43,433,045	-765
A3.6H	diesel oil		51,716	\$1,716	0%	609,64	360,06	-29%	26.350.969	18.620.843	7.730.126	-295
A3.bii	diesel oil		600.139	600.139	0%	353,06	207,93	-41%	211.887.531	124.788.469	87.099.052	-419
1A3.6W	gasoline		18.229	18.229	0%	104,34	175.38	68%	1.902.088	3.197.038	-1.254.951	683
A3.6 TOT		2013	2.132.683	2.132.683	0%			- 0%	616.079.063	310.854.371	305.224.692	-501
A3bi	gasoline		752.526	752.526	0%	76,03	73,09	-4%	57.215.533	54.998.921	2.216.612	-43
LA3.bi	diesel oil		626.045	626.045	0%	435,87	159,12	-63%	272.876.061	99.613.892	173.262.169	-639
A3.bii	gasoline		5.845	5.845	0%	190,34	176,49	-7%	1.112.584	1.031.612	80.972	-75
LA3.bii	diesel oil		128.578	128.578	0%	475,55	110,95	-77%	61.146.575	14.267.237	46.879.338	-779
(A.3.bii	diesel oil		49.143	49.143	0%	468,37	339,99	-27%	23.017.115	16.708.234	6.308.801	-275
A398	diesel oil		672.754	672.764	0%	314,05	196,05	-38%	179.874.133		67.588.551	-385
1.A.3.5 iv	gasoline		18.673	18.673	0%	100,59	179,24	78%	1.878.294	3.345.794	-1.468.499	785
A.J.b TOT		2014	2.153.563	2.153.553	0%	24.00	24.20	0%	53.190.787	302.252.271 51.300.983	294.868.025	-495
1.A.3.bi	gasoline		715.158	715.158 645.995	0%	74,38 425,19	71,73	-43%	275.130.233			-635
1.A.3.bi 1.A.3.bii	diesel oil gasoline		645.565 5.793	645.595	0%	426,19	159,80 172,80	-8%	1.083.927	1.000.999	82.928	-83
1.4.3.61	diesel oil		135,306	135.306	0%	469,35	107,96	-77%	63.505.443	14.607.490	48.897.953	-775
1A3bii	diesel oil		52.287	52.287	0%	451,95	327,99	-29%	23.997.817	17.149.448	6.848.370	-299
1A3.bii	diesel oil		589.411	589.411	0%	265.69	187.51	-30%	157,109,675	110.520.703	46.668.973	-301
LA3.biv	gasoline		10.459	18.459	0%	99.32	100,65	82%	1.833.382	3.334.472	-1.501.090	825
1.A.3.6 TOT		2015	2.161.976	2.161.976	0%			0%	575.931.265			-481
1.4.3.61	gasoline		715.272	715.272	0%	70.93	70.65	0%	50.736.967	50.535.049	201.918	05
1A3.bi	diesel oil		675.119	675.119	0%	410,36	160,76	-61%	277.041.660	108.535.230	168.506.430	-613
1A3.bii	gasoline		5.926	5.926	0%	190,27	171,06	-5%	1.068.292	1.013.678	54.614	-65
1A3.bii	diesel oil		144.068	144.058	0%	455,12	105,62	-77%	65.712.732	15.216.007	50.496.726	-779
A3.bii	diesel oil		54.157	54.157	0%	424,73	308,24	-27%	23.002.109	16.693.117	6.308.992	-275
LA3.bii	diesel oil		594.013	554.013	0%	226,31	100,97	-21%	134.431.899	107.495.262	26.935.637	-205
1.A.3.biv	gasoline		18.785	18.785	0%	95,14	181,66	89%	1.805.897	3.412.476	-1.606.579	891
A.3.b TOT		2016	2.207.339	2.207.339	0%			0%	553,799,558			-451
A.3.61	gasoline		724.571	724.571	0%	67,66	69,88	3%	49.026.874	50.634.714	-1.607.840	39
A3bi	diesel oil		696.592	696.592	0%	390,66	161,95	-59%		112.810.721		-591
A3bi	gasoline		6.186	6.185	0%	171,15	167,18	-2%	1.058.799	1.034.211	24.588	-25
A3.bii A3.bii	diesel oil diesel oil		153.284 53.382	153.284 53.382	0%	424,66 370,80	103,89 286,71	-76% -23%	65.093.930 19.793.901	15.325.216 15.304.828	49.168.714 4.489.073	-765 -235
			53.382	558.263	0%		175,92	-10%	116.671.141	15.304.828	4.489.073	-101
1.A.3.bii 1.A.3.biv	diesel oil gasoline		19,160	19,160	0%	195,02 92,83	1/5,92	98%	1.778.674	3.513.787	-1.735.114	983
A 3.6 TOT		2017	2.251.437	2.251.437	0%	52,00	100,00	0%		304,499,905		-42
A3.51	gasoline		699.027	699.027	0%	64,42	61,36	6%	45.032.996	47.785.817	-2.753.820	69
A3bi	diesel oil		666.074	666.074	0%		163,30		247.656.063			-561
A3.68	gasoline		6.315	6.315	0%	158.22	160,11	1%			-11.939	19
A3.bii	diesel oil		154.259	154.259	0%	384,71	102,69	-73%	59.344.525			-735
A3.6H	diesel oil		51.634	51.634	0%	309,75	263,63		15.993.526			-155
A3.5 ii	diesel oil		585.186	585,185	0%	171,18	172,10	1%	100.173.337	100.710.869	-537.532	13
A.3.6 W	gasoline		18.497	18.497	0%	89,66	184,61	106%			-1.756.209	1061
A.3.6 TOT		2018	2.180.993		0%				470.758.206			-38
	gasoline		704.691	704.691	0%	62,30	68,45		43.901.941			101
(A3.6)	diesel oil		663.841	663.841	0%	345.01	165,07		229.566.088			-529
	gasoline		6.683	6.683	0%	146,08	153,25	5%		1.024.150		53
1.4.3.64	diesel oil		159,183	159,183	0%	347,42	101,90		55.303.336			-719
1.A.3.b ii	diesel oil		52.939	52.939	0%	274,41	247,81		14.527.012			-105
	diesel oil		595.913	595.913	0%	153,35	169,17		91.380.700			105
	çasoline		18.750	18.750	0%	85,05	186,83	117%			-1.889.491	1173
	AL	2019	2,202,000	2.202.000	0%			0%	437.268.744	292,497,497	144.771.248	-33

Adjustment details for 2010

			/	Ictivity Dat		- Impili	ed Ereission	Factor		NO ₂ Emi	ssions	
NFR Code	Fuel		current in []	adjusted . Lij	difference in [5]	current is p	botsujbe. [LT/g:	difference in [5]	current	adjusted in [kg]	adjustment	difference in [5]
		рьбаз	13.686	13,686	2%	584.75	614,25	-12%	7.995.090	6.986.917	-959.143	-12%
		Ears 1	26.661	76,661	4%	338.50	207,71	-30%	25.915.925	18,199,262	-3 716 663	-30%
		Ewe 2	95.425	96.425	15	172.05	135.00	-22%	15.590.020	13.020.026	3 569 995	-225
		Ears 3	133,139	133,139	PN	58.51	70.18	20%	7,790,384	9.343.433	1.553.129	205
	Gasaline	Ears 4	444.991	444.001	PN I	42.27	42.19	0%	18.811.389	18,773,529	-37.858	05
		Ears 5	31,234	31,234	ES .	18.61	42.19	127%	581.142	1,317,737	736.595	1275
		Euro 6	0	0	15	25.08	42.19	62%	2	3	4	625
14381.		Gasoline total	795.957	795.957	85	97,55	64,99	.135	77.641.042	67.650.906	.9.993.935	.131
Passenger		pr-Euro	1.915	1.915	25	318.13	264.95	-15%	683.790	687.256	-96 505	-165
Cars		Ears 1	10.338	10.338	25	296.62	295,17	-11%	3 066 428	2,741,307	-325 121	-113
		Ewe 2	50.068	50.068	25	406.90	219,19	41%	20.372,795	10.974.210	-9 398 584	-465
		Ears 3	134.025	134.025	PN	542.04	178.54	41%	72,646,173	23.929.276	-48,718,957	-675
	Diesel Oil	Ears 4	279.154	279,154	PS I	384.37	140.58	-425	107,299,100	29,243,811	-68,855,349	-635
		Ears 5	\$3.547	\$3.547	es.	434.70	140.58	-65%	23.276.735	T.52T.706	-15.745 829	-605
		Euro 6	304	304	PS 1	267,62	140.58	-45%	85.044	46.953	-39 891	-455
		Direct oil tatal	529,300	529,300	65	49.6	160,51	615	227.341.096	M.970.461	10,370,635	621
		PCs Total	1.125.117	1.105.117	65	210.12	115,16	.50%	364,985,938	152.621.367	.152.364.578	.501
		pa Eura	1,249	1,249	0%	627,09	645.95		783.320	806.871	23.651	
			367									
		Ears 1		367	P%	861,05	297,39	-85%	306.969	186.020	-200.950	-855
		Ears 2	1.383	1.383	PN-	264,75	184,41	-30%	368.848	256.917	-111.931	-305
	Gaseline	Ears 3	886	895	PS	82,47	90,63	10%	70.631	77.625	6.994	105
		Ears-4	2.420	2.420	PS	36,32	44,50	24%	87.987	185.679	20.772	245
		Ears 5	49	49	P5	15,34	44,90	193%	TSO	2.240	1.458	1935
		Ears 6	° 0'	0	85			0%		0		01
Light Duty		Gosoline total	6.325	6.325	85	255,87	254,75	-16%	1.618.432	1.358.328	-268.104	-161
Vehicles		he Ene	4.876	4,876	8%	425.99	306,79	-29%	2.077.142	1.495.903	-681.239	-285
(LOVs)		Eare 1	5.989	5.989	PN	395,59	215,24	-45%	2.369.098	1.289.030	-1.080.069	-465
		Euro 2	13.126	13,125	PN .	336,76	153,10	-43%	4.420.360	2.534.731	-1.885.629	-635
	Diesel Oil	Eare 3	33,249	33.249	PN	531,01	150,58	-72%	17.685.883	5.086.750	-12.648.123	-725
		Ears 4	54.581	54.581	45	491,42	85,69	-82%	26.621.636	4.640.722	-21.901.114	-825
		Ears 5	1.629	1.629	P5	427,50	80,69	-79%	696.296	164.434	-651.772	-795
		Ears 6	0	0	4%	161,73	88,69	-42%	7	4	-J	-42%
		Diesel oil tatal	113,450	113,450	65	416,34	134,96	-72%	\$4,040,533	15.311.584	-38,728,949	-721
		LDVs Total	119,775	119,775	65.	464,70	139,18	-70%	\$5,658,966	16.649.913	-38.989.853	-789
		pre-Euro	3.382	3.382	4%	1086,25	1029,78	-6%	3.674.087	3.452.644	-221.423	-65
		Eart	2.826	2.825	FN	748,41	752,14	0%	2.117.871	2.125.585	7.723	05
14388.		Eart I	10.152	10.152	45	801,86	643,47	-20%	8.140.119	6.532.243	-1.607.906	-205
leavy Duty		Ears II	15.090	15.090	05	633.22	457,25	-20%	10.065.775	7.259.299	-2.797.967	-205
Vehicle:	Diesel Oil	Ears N	5.461	5.461	0%	441.63	361,05	-22%	2.450.016	1.921.527	-628.409	-225
Beses		Ears V	10.326	10.325	4%	337,28	182,30	-40%	3.482.417	1.982.544	-1.699.873	-461
		Ewa M	0	Ó	2%			0%	8	¢.		05
		Beses Total	48.044	48.044	65.	623,00	482,55	-275	29.931.266	23.183.732	-6.242.534	-271
		pre-Euro	10.185	10.185	15	1040.15	787,37	-25%	10.510.623	T.754.138	-2.758.488	-265
		Ears I	5.677	5.677	ES.	758.59	575.55	-23%	4,261,383	3,257,601	-993 792	-235
A3bH-		Earl I	38,588	38,588	ES .	017.62	524.79	-32%	31,525,526	20,234,619	-11,290,907	-305
leavy Duty		Ears II	158,903	158,903	15	636.20	374,48	-41%	101.125.182	\$9,517,271	-11.608.921	-113
Vehicle:	Desel Oil	Ears N	69.635	69.635	15	398.94	290.02	-30%	27.183.067	20.166.635	-7.817.202	-265
Trucks &		Ears V	283.934	283.934	15	276.62	151,85	-45%	78.640.643	43.115.897	-05.424.746	-451
Lorries		Ewa M	Ó	Ó	15		101,000	0%		Ď		CA.
		Trucks Total	566,741	566,741	65	446,67	271,83	-395	253.148.243	154,056,160	-99.092.083	-391
		110CB 1000	7.973	7.973	15	122.00	149.16	-38%	210,140,245	1,189,303	216.552	-381
			5,231	5,231	IS IS	122,00	185,74	34%	647,479		218.502	345
A3bir -		Ears 1								867.039		
Motorised		Ears 2	3.587	3.587	05	541,95	194,21	30%	506.362	686.661	190.309	305
Two- Wheelers	Gasoline	Ears 3	2.900	2.900	05	39,11	194,21	201%	114.190	56T.002	452.834	2075
(M2Wh)		Ears 4	0	0	2%			0%		0		01
(as and		Ewa 6	0	Ó	4%			0%		¢		65
		M2Ws Total	19,712	19,712	85.	113,68	168,43	485.	2,240,749	3.320.034	1.079.285	481
		WORKS LOOP	10.116	10.116	414	110,00	100000		E.E.W.147		1,419,209	

MO. Em

			1	Activity Date	8	Impli	od Ereission I	Factor		NO ₃ Emir	niona	
NFR Code	Fuel		CUITERS	adjusted	difference	CUTIENT	adjusted	difference	CUTER	adjusted	adjustment	difference
			in (in [N]	in ji	a/TJ	in [N]		in [kg]		in [5]
		ребиз	13.063	13.053	8%	892,06	634,68	-10%	7.729.235	6.979.435	-748.801	-101
		Eara 1	61,979	61,979	P%	347,86	240,16	-31%	21,660,430	14.884.951	-6.675.479	-019
		Ewe 2	87.083	87.083	PN	179,38	136,68	-24%	15.620.983	11,883,792	-3.727.191	-243
	Gaustine	Eare 3	124.330	124.330	PN	61,64	71,52	16%	7.663.891	8,891,671	1.227.780	165
		Ears 4	442,185	442,185	PN	43,84	43,68	0%	19.384.914	19.316.439	-58.476	05
		Ears 5	65.057	65.057	PN PN	18,58	43,68	125%	1.227.301	2.685.636	1.058.255	1355
		Ears 6	1	1	- PS	25,00	40,68	60%	17	20	11	605
14361.		Gasoline total	754.688	754,688	65	92,09	81,61	.115	73,185,051	64.851.951	8.333.908	.111
Passenger		рьбиз	1.711	1.711	2%	318,90	264,95	-16%	631,983	453.197	-78.606	-168
Cars		Ewa 1	8.426	8.426	0%	297.32	295.85	-11%	2,605,115	2.239.997	-265.119	-113
		Ewe 2	42.614	42.614	0%	407.03	219.27	-45%	17.384.649	9.321.916	-7.992.634	-465
	Diesel Oil	Eare 3	121.429	121.429	PN	555,36	178,55	-65%	87.437.053	21.681.386	-45.755.687	-685
		Ears-4	254.943	264.943	PN	358,95	143,46	-63%	102.817.801	38.089.755	-54.808.846	-635
		Ears 5	113.647	113.647	PS	435, 12 258, 59	143,46	-67%	49.536.968	95.332.974 99.754	-33 203 994 -80 748	-675
		Ears 6			05							
		Diesel oil tatal	553,564	553,564	65	434,12	159,32	.635	240.313.791	80.130.959	.152.174.832	-631
		PCs Tatal pro Euro	1.348.252	1.048.252	0%	212,52	113,47	-51%	313.499.642 682.274	152.990.910 700.373	.160.508.732 18.099	-5m
		procurs Euro 1	1,084	283	- FL	829.25	384,47	475	243,289	780.373	-157,132	-455
		Erra 2	1.184	1.184	15	208.66	191,68	-85%	310.529	223.189	-157,152	-205
		Ears 3	783	783	IS IS	85.97	95.39	-2016	67,320	74,702	7.381	-200
	Gaseline	Eart 4	2.562	2.562	IS IS	37.38	46.51	24%	95,786	119.162	23.376	245
		Euro S	201	241	15	16.10	46.51	180%	3.082	11.190	7.308	1805
		Euro 6			15	15.33	46.61	212%		11.140		2835
14356.		Gosoline total	6.118	6.118	85.	229.35	198,57	.13%	1.403.001	1,314,776	.188.305	.171
Light Duty		pa.Ewa	3,995	3,995	2%	425.09	306,79	-29%	1.698.200	1,225,642	472.998	-265
Vehicles		Errs 1	4 787	4.787	15	395.71	215.24	415	1.854.350	1.030.425	-863 525	-465
(LOVA)		Euro Z	10.818	10.818	15	338.90	193,29	425	3.644.582	2,091,063	-1.553.530	-435
		Euro 3	28.876	25.575	ES .	541.53	150.54	-72%	15.637.249	4.346.870	-11,200,379	-725
	Diesel Oil	Eart 4	60.832	60.632	15	493.82	69.25	-82%	30.029.914	5,429,811	-24.618.104	-825
		Ears 5	6.689	6.609	15	448.05	89,26	-80%	2,930,190	684,364	-2.335.835	-805
		Ears 6	0	0	25	166.21	89.26	-42%	14	8	-6	-435
		Diesel oil tatal	115.967	115.967	65.	481.55	126,52	.74%	55.844.518	14,718,142	41.126.375	.741
		LDVs Total	122.085	122,085	85.	468,52	130,51	-725	\$7,247,599	15.932.918	.41.314.681	-121
		pre-Euro	2,620	2.620	PN	1082.89	1015.78	-6%	2,836,189	2.671.331	-164.778	-85
		Eart	2.255	2,255	PN I	752.91	751,40	0%	1.639.787	1.686.297	-3.410	05
14358.		Care I	9.074	9.074	PS	804.17	643.36	-20%	7.297.125	5.837.959	-1.453.155	-205
Reavy Duty		Ears II	16.007	16.007	PS .	633, 16	457,38	-20%	9.425.690	6.889.064	-2.616.827	-205
Vehicle:	Desel Oil	Ears N	6.131	6.131	15	448,00	361,01	-22%	2 363 339	1.005.274	-498.054	-225
Beses		Ears V	13.396	13.396	4%	336,60	182,62	-46%	4,689,062	2,446,399	-2.062.663	-465
		Ewa VI	0	0	2%			0%	0	0		05
		Buses Total	47,365	47,365	65	592,65	448,99	-24%	28.071.221	21.296.323	-6.804.898	-241
		pe-Suo	8.044	8.044	4%	1038.87	783,88	-26%	8.365.423	6.144.903	-2.210.491	-285
		Eart	4.384	4.384	PN .	758, 96	574,04	-23%	3.288.422	2.5%377	-772.044	-235
1A35H-		Ears I	29.277	29.277	PS	017,97	520,31	-36%	23.947.723	15.233.223	-8.714.420	-365
Network Duty Vehicle:	Desel Oil	Ears II	121.581	121.581	PS	635,56	372,68	-41%	77.271.520	45.312.437	-31.953.004	-615
Trucks &	Carbon Car	Ears N	58.430	68.430	P5	390,25	289,48	-35%	22.977.764	16.989.685	-6.058.019	-261
Lorrise		Eara V	342.175	342.175	4%	279.30	152,00	-495	95.669.479	62.019.687	-43.549.793	-465
		Ewe VI	0	0	4%			0%		0		65
		Trucks Total	563,891	563,891	65	418,38	244,97	-41%	231,410,271	138.136.342	-83.273.529	-48
		he-gas	7.389	7.389	PN-	122,96	150,24	22%	908.585	1.110.178	201.580	Z25
A3biv-		Ears 1	4.885	4.885	PN	324,72	165,25	35%	589.299	888.547	209.248	355
Motorised		Ears 2	3.544	3.544	PS	137,85	194,58	415	488.582	689.683	201.851	415
Teres	Gasoline	Ears 3	3.680	3.690	PS	39,59	194,58	382%	140.553	680.834	\$58,208	3025
Wheelers		Ears 4	0	0	PK			0%		0		01
(M2W4)		Ewa 6	0	0	4%			0%		0	0	01
		M2Ws Total	19,289	19,289	8%	110,79	171,04	545	2.137.082	3,299,162	1.192.198	541
A.J.b. Road		Total	2,100,083	2,100,083	65	305.00	157,85	.015	612.365.736	301.625.655	300,740,801	-40

Adjustment details for 2012

NFR Code	Fuel	p+643	current in []	adjusted	difference							
			in f		difference	CUITERS	adjusted	difference	Current	adjusted	adjustment	difference
				4	in [5]		a/TJ]	in [5]		in [kg]		in [5]
		bears -	11.661	11.661	0%	607,72	636,39	-12%	7.026.041	6.189.785	-406.256	-121
		Ears 1	47,487	47,487	4%	348,56	241,02	-31%	16.671.746	11,426,129	-6.145.617	-01
		Ews 2	22,761	22,761	4%	184.27	137,92	-25%	13,407,749	10.035.380	-3.372.368	-29
		Ewe 3	108.443	108.443	4%	63.89	72.62	14.%	6.927.963	7.875.172	547 269	14
	Gasaline	Ears 4	488.541	408.541	25	45.39	45.13	-1%	18.541.881	18.436.716	-105.145	-12
		Ears 5	101.901	101.001	15	18.61	45.13	143%	1.697.395	4.601.311	2,703,954	1402
		Euro 6	282	282	15	25.00	46.13	74%	7.338	12,736	5.399	745
		Gasoline total	750.957	790.957	65	85,73	78,00	.95	64.379.994	50.577.229	5.802.765	
1.6.3.6 i .			1487	1467	15	311.98	264,96	-10%	463.983	383,972	48.871	-10
Passenger Cars		heens										
Cars		Ewa 1	6.660	6.660	4%	297,79	296,44	-11%	1,980.364	1.771.787	-208.517	-11
		Ewe 2	33.957	33.957	9%	406.62	219,27	-45%	13.807.432	7.445.648	-6.361.787	-49
	Diesel Oil	Eare 3	163.539	163,539	9%	564,02	178,63	-68%	58.398.037	18.454.837	-39.903.200	-42
		Ears 4	234.943	234.943	PN	398,41	145,45	-62%	91.724.195	34.485.997	-57.315.201	-62
		Ears 5	173.112	173.112	4%	434,89	145,45	-86%	75,284,364	25.383.375	-49 530 590	-60
		Ears 6	1.557	1.557	0%	253,84	145,45	-44%	464.664	220.006	-176.578	-44
		Diesel oil tatal	585,245	515,245	05	405.96	158.65	.645	242.062.982	88,096,699	.153.966.203	.64
		PCs Total	1.306.202	1.005.202	65	214.61	112,29	50%	305.642.895	146.673.997	.159,268,968	-52
		po Euro	962	962	2%	632.00	645.95	2%	667,739	621.150	13.411	2
		Errs 1	232	232	25.	863.24	383.22	45%	199,865	70.295	-129.861	-49
								-25%				
		Ears 2 Ears 3	989	989 835	- PS	271,16	195,74 96.33	10%	268.194 74.623	153.556	-74.596 7.468	-28
	Gaseline											
		Ears-4	2.030	2.030	0%	38,49	47,58	24%	78.195	96.681	18.445	24
		Ears 5	610	610	4%	16,30	47,58	192%	9.941	29.011	19.868	19/2
14388.		Ears 6	0	0	4%	15,37	47,68	210%	2	6	4	210
Light Duty		Gasoline total	5.657	5.657	65	218,93	193,15	-121	1.238.520	1.092.662	-145.859	
Vehicles		Magna and	3.291	3.291	4%	434.46	386,79	-29%	1.368.754	982.093	-376.661	-28
(LOV)		Ewe 1	3.656	3.695	0%	395.34	216,24	-45%	1.445.580	787.034	-858.528	-46
(court		Euro 2	8.479	8,479	9%	338.40	193.39	-43%	2.852.325	1.639.772	-1.212.953	-43
		Ears 3	23.785	23,785	05	558.53	150.44	-73%	13.050.281	3.566.082	-9.454.129	-73
	Diesel Oil	Ears 4	59.485	59,485	15	494.22	89.85	-82%	29.368.878	5.337.395	-24.821.403	-82
		Ears 5	15.984	15,964	15	442.70	89.85	-80%	7.040.461	1,420,906	-6.611.955	-80
		Ears 6			15	151,94	89,85	-41%	122	72	-68	-41
		Denot of Intel	116,150	114,150	15	411.91	120.17	.755	55,106,382	13,741,354	.41.365.828	.15
		LDVs Total	120.088		Ph	468,51		-74%	56.344.983	14.834.016	41.510.887	-74
				120.008	4.4		123,61	-14%				
		he-gas	1.326	1.326	624	1063,46	1015,48		1.410.646	1.382.283	-58.392	
		Ears	1.248	1.248	PN	727,34	751,15	3%	917.476	937.184	29.708	3
1.4.3.6 (0.		Ears I	7.765	7.765	PS	763,45	643,34	-10%	6.085.891	4.987.478	-1.058.413	-10
feavy Duty	Diesel Oil	Ears II	14.483	16.463	- PS	629,94	457,54	-21%	9.073.197	6.589.744	-2.403.453	-27
Vehicler		Ears N	6.001	6.001	4%	458,10	361,85	-23%	2.442.179	1.075.777	-555 402	-23
Beses		Ears V	20.752	20.762	4%	347,84	182,99	-47%	7.218.663	3.787.467	-3.421.096	-47
		Ewa VI	73	73	0%	64,52	182,99	236%	3,961	13.295	9.334	236
		Buses Total	50,962	50,962	85.	513,22	384,33	-285-	27.141.913	19,543,298	-7.578.704	-21
		pre-Caro	6.922	6.922	9%	1036.95	758.82	-21%	7.177.543	5,252,346	-1.925.198	-27
		Ears I	3.630	3.630	15	745.70	570.57	-24%	2.721.326	2.071.111	-650.215	-24
A3bH-		Care I	23.577	23.577	15	018.27	516.43	-31%	19,292,253	12.175.855	-7.116.226	-37
leavy Duty		Euro II	96.726	96.726	15	634.65	370,21	-42%	61.307.137	35.080.665	-25.578.472	-42
Vehicle:	Diesel Oil	Ears N	50.550	50.550	15	396.60	280,44	-37%	19.992.680	14.580.877	-6.411.723	-27
Trucks &			405.981	405.981	15			-475	114 149 955	61.825.577	-62 324 378	
Lorries		Eara V				291,24	152,32					
		Ewa VI	2,300	2,300	1%			0%	108.467	360.323	241.856	223
		Trucks Total	585,585	585,585	85	381,33	224,00	-415	224,829,180	132.064.753	-32,264,428	-41
		be-gas	6.780	6.780	9%	122,76	151,00	23%	822.538	1.011.920	159.351	23
A3biv-		Ears 1	4.385	4.305	- PS	124,61	171,30	35%	536.615	738.050	201.435	38
Motorised		Euro 2	3.267	3.267	- PS	136,22	194,95	43%	445.007	636.853	121.846	-43
Teres	Gasoline	Ears 3	3.994	3.994	4%	39,66	194,95	382%	150.305	170.616	620.230	39/2
		Ears 4	0	0	4%			0%	8	0		0
		Eara 6	0	0	4%			0%	0	0		0
(M2Ws)		M2Ws Total	18,268	18,268	85	107,43	173,38	615.	1.962.545	3,165,439	1,202,893	61
				2.054.054	05	295,79	151,71	-05	616,721,430	316.301.343	300.420.094	.45
					65	295,79	151,71	-675	616.721.430	316,301,343		
(MDW4)		Tatal	2.084.964									4
(M2We)	ila for 2013	Tatal	,	ctivity Dat			od Ereinsion I			NO ₃ Emi	nione	
(M2Ws)		Total	,	adjusted	difference in [%]	OWNER	od Ereinsice i adjusted a/TJ]	Factor difference in [5]	current	NO, Emi adjusted in [kg]		

			1	Ictivity Dat		Impli	ed Ereission	Factor		NO ₃ Emir	ssions	
NFR Code	Fuel		Current	adjusted	difference	Current	adjusted	difference	CUITERS	adjusted	adjustment	difference:
			in (U)	in [5]	in p	kg/TJ]	in [N]		in [kg]		in [N]
		рьбаз	11.490	11.490	0%	618.22	619,36	-15%	7.011.641	6.967.452	-1.664.099	-1
		Ears 1	37.743	37,743		353.78	241,88	-32%	13.362.986	9.129.405	-4 223 501	-3
			62,680	62,680	45	108.93	139.30	-27%	11.889.922		-3.167.678	2
		Ewa 2								8.722.244		
	Gaudine	Ewe 3	97,792	97,792	0%	65,38	73,19	10%	6.491.618	7.156.920	665.303	1
		Ears-4	397.911	397.911	0%	47,22	46,52	-1%	18,790,345	15.589.937	-250.407	
		Euro 5	138.863	138.863	05	18,60	46.52	150%	2.583.150	6.459.681	3.876.451	15
		Euro 6	2.714	2,714	05	25.99	46.52	72%	70.525	126,237	55.711	7
14351.		Gasoline total	749,114	749,114		89.35	74,85	.25	60.190.087	56.071.797	4.118.211	
			1.389	1.089	45	312.26		-15%	433.981	368.139	46.742	-1
Passenger Cars		heens					264,95					
Cars		Ewa 1	6.625	6.625		298.42	296,79	-11%	1.678.472	1,580,588	-177.894	
		Ewe 2	28.437	28,437		406.64	219,91	-45%	11.583.522	6.253.631	-5.309.991	-
		Ewe 3	52,795	52,795	0%	574.33	178,67	-49%	53,294,995	16.579.373	-36.715.583	- 4
	Diesel Oil	Euro-4	222.583	222.583	25	293.55	149.27	-42%	87,558,471	33,225,566	-54.372.905	-4
		Ears 5	213,786	233,766	05	435.42	149.27	-00%	101.787.275	34.884.758	-56 892 507	4
		Euro 6	4.536	4.536		253.53	149.27	-42%	1.177.151	677.045	-500.105	
		Diesel oil tatal	589,131	589,131	65	417,54	150,71	.645	257.533.728	\$3,499,010	.164.804.218	
		PCs Total	1.338.245	1.338.245	65	217,42	111,37	-53%	317.723.735	149.570.806	.168.152.828	
		Na Ena	1897	897	0%	630.81	645.95	2%	568.320	679,293	10.894	
		Ewe 1	194	154	0%	863.50	386.27	-85%	167,261	59.326	-107 535	4
		Euro Z	835	835		214.42	291.18	-21%	229,520	168,295	-61,258	
		Euro J	714	714		52.66	101.70	10%	72.681	79,780	7.000	1
	Gasaline											
		Ears 4	1.889	1.899	0%	40,70	45,89	20%	77.284	92.833	15.549	3
		Ears 5	966	966		16,67	40,09	193%	15.187	47,240	31.141	+1
		East 6	1	1	8%	17,60	49,99	179%	26	72	46	17
A356.		Gasoline total	5.578	5.528	65	202.80	184,67	.95	1.131.209	1.026.727	.104.412	
light Duty		po.Euo	2,754	2.754	0%	434.37	306,79	-29%	1.168.757	844.928	-323 828	4
Vehicles			2,948	2,948		255.75		-45%	1,166,782	634,586	-532,138	1
(LOV-)		Ears 1					215,25					
		Ewe 2	6.982	6.982		336,02	193,35	-42%	2.345.147	1.350.014	-896.133	-
	Diesel Oil	Ears 3	20.421	20.421	PS	568,12	150,38	-73%	11.437.995	3.070.913	-8.367.882	-7
	Creating Con	Ears-4	55.0ET	55.007	45	497.72	90,45	-82%	27.775.440	5.048.416	-22.728.824	
		Euro S	29,024	29.034	05	441.97	90.45	-80%	13.101.325	2,687,964	-10.403.361	
		Ears 6	41	41		161.28	90.45	-40%	6.169	3.688	-2.479	
		Diesel oil tatal	118,777	118,777	65	410.60	114,90	.765	\$7.083.533	13.650.488	41.411.845	
		LDVs Total	124,354	124,354		468,14	118,03	-79%	58,214,742	14,677,215	43.537.527	-
		pre-Euro	1.172	1.172	8%	1056,08	1015,23	4%	1.249.028	1.154.143	-54.855	
		Earth	1.054	1.054	65	727.68	750.99	3%	765.620	791.181	24.951	
A388.		Care I	6.084	6.084	05	764.07	643.48	-10%	5.334.985	4.378.271	-856.637	
inavy Duty		Ears II	13.107	13.187		6140	457.65	-21%	8,262,880	5.998.226	-2.254.575	
Vehicler	Desel Oil							-34%				
Bases		Ears N	4.946	4.946		468,55	361,71		2.278.061	1.739.786	-638.354	
Carrels		Ewa V	24.096	24.096		368,08	183,46	-49%	8.435.583	4.420.743	-4.014.761	-
		Ewa VI	637	637		44,76	183,46	310%	24.047	線 672	74.825	31
		Buses Total	\$1,716	51,716	65	509.54	360,06	-295	25.350.969	18.620.843	3,730,126	-
		pre-Euro	5.863	5.863	0%	1035.72	737.38	-29%	6.072.170	4.322.888	-1,748,303	-
		Eart	2.985	2,985		748.27	546.27	-24%	2.175.845	1.650.969	-525.877	
A3bH-				10.444								
leavy Duty		Ears I	15.444			818,57	5/(3,46	-31%	15.089.861	9.469.975	-5.619.856	
Vehicle:	Desel Oil	Ears II	75.130	75.130		630,53	367,30	-42%	47.587.440	27.587.760	-19 999 608	-
Trucks &		Ears N	42.781	42.781	0%	396,90	267,27	-37%	16.936.007	12,289,770	-4.647.837	
Lorries		Ears V	436.999	436.999	0%	291,70	152,65	-46%	123.101.334	66,786,496	-56 394 827	
		Ewa M	18.020	18.020	0%	60.67	152.65	201%	913.082	2 750 630	1 837 548	21
		Trucks Total	600.139	600.139		353.06	207,93	-415	211.887.531	124,788,469	37.099.062	
		he-gas	6.382	6.352	62	123,07	151,79	23%	781.736	964.179	152.443	2
A3biv-		Ears 1	4.013	4.013		125,11	173,15	30%	582.073	684.880	192.807	3
Motorised		Euro 2	3.382	3.382	0%	132,24	195,58	40%	435.665	645.884	209.136	
Tere	Gaustine	Ears 3	4.542	4.562		39.01	195.58	391%	181.610	082.175	710.965	31
Wheelers		Ears 4	0	0				0%		0		-
(M2Ws)			· .					016				
		Eara 6					_				-	
			18,229	18,229	85.	104.34	175,38	6875	1.982.088	3,197,038	1,294,851	
		M2Ws Total	10.027	10.467	414							

Adjustment details for 2004

			1	Activity Dat	8	Inch	ed Emission	Factor		NO, Emi	ssions	
NFR Code	Fuel		CUTIENT		difference	CUTIENT	adjusted	difference	CUTIENT	adjusted	adjustment	difference
			in (in [N]		φ/T.I]	in [N]		in [kg]		in [5]
		ребаз	11.647	11.647	15	612,37	644,11	-11%	7.132.689	6.307.464	-795.844	-11%
		Ears 1	30.667	30.667	8%	368,77	243,90	-32%	11.002.246	7,480,541	-3.621.706	-32%
		Ews 2	53,485	\$3,485	8%	196,58	140,31	-29%	10.514.477	7,684,432	-3.010.044	-295
		Ears 3	87,374	87,374	2%	68.31	73.90	1%	6.055.588	6.459.797	404,218	75
	Gasoline	Ears 4	387.759	367,759	FN	45.15	47,80	-3%	19.089.585	15,535,009	-523.957	-35
		Ears 5	171,278	171,278	15	18.50	47.80	157%	3.163.292	8.187,581	5.004.259	1575
		Euro 6	10.315	10.315	15	25.97	47.80	84%	267.050	493,098	225.240	045
14361.		Gasoline total	752,526	752,526	05	76.00	73.09	45	\$7,215,533	54,998,921	2,216,612	4
Passenger		pe-Gara	1.341	1.941	4%	311.73	264.95	-16%	417.967	366.246	43.722	-164
Cars		Ears 1	4.982	4,992	2%	298.92	267,29	-11%	1,462,264	1,387,043	-155.161	-113
		Ewe 2	23.934	23,934	PN	406.71	220.45	-45%	9,734,484	6.276.400	-4.458.884	-465
	Detel Oil	Ears 3	82,749	82,749	PN	585,53	178,81	-89%	48.451.830	14.795.245	-33.855.585	-695
	Desit Di	Eart 4	211.237	211,237	FN	397,27	151,77	-62%	83.917.680	32.059.973	-51.857.706	-425
		Ears 5	285.811	285.011	45	436,38	151,77	-65%	124.721.395	43.378.300	-81.343.896	-655
		Ears 6	15.081	15.081	95	258,34	151,77	-41%	4.170.580	2,440,686	-1.729.014	-815
		Diesel oil tatal	626.045	626.045	65	435,87	159,12	.635	272.876.061	99.613.892	.173.262.168	.631
		PCs Total	1.328.521	1.328.521	8%	219,44	112,15	-51%	330.091.584	154,612,813	.175.478.281	.571
		po Euro	896	895	8%	634,74	645.95	2%	568.683	678,724	10.040	25
		Ears 1	173	173	2%	868.27	389.96	-64%	150.074	53.575	-96.499	-843
		Ears 2	T48	T45	FN	284,73	287,11	-21%	212.868	154.839	-58.829	-275
		Ears 3	771	771	es.	56.62	185,21	1%	75.992	81.070	5.070	75
	Gaseline	Ears-4	1.067	1.067	PS .	43,47	50,15	15%	81.129	93.618	12.479	255
		Ears 5	1.374	1.374	15	17,91	50,15	193%	23.517	60.910	45.401	1935
		Ears 6	17	17	4%	18,00	60,15	179%	312	870	667	1794
14358.		Gasoline total	5.845	5.845	85.	198,34	176,49		1.112.584	1.001.612	.86.972	.21
Light Duty Vehicles		pa Eura	2.637	2.637	2%	439.15	306,79	-27%	1.065.819	778,259	-287 558	-275
(LOV)		Ears 1	2,588	2,588	2%	393.62	215.25	-45%	987,138	539,808	-447.328	-455
(Court		Euro 2	6.007	6.007	FN	338.61	153,25	-42%	1.985.995	1,160,869	-625.125	-425
		Euro 3	18,220	18.220	es.	571.75	150.50	-74%	10.417.075	2,742,056	-7.675.620	-745
	Diesel Oil	Ears 4	\$2,361	52,361	05	499,70	91.09	-12%	25.164.485	4.789.746	-21.394.748	-825
		Ears 5	45,749	45,749	4%	408.44	91.09	-79%	20.496.234	4.250.526	-16 237 708	-795
		Ears 6	197	157	85	151.18	91,09	-40%	29.929	17.974	-11.855	-80%
		Diesel oil tatal	128.578	128.528	65.	415.56	110,96	.77%	61.146.575	14,267,237	46.879.338	.371
		LDVs Total	134,423	134.423	85.	463,16	113,81	-795	62.299.160	15,298,849	-06.960.311	-751
		pr-201	584	984	9%	1089.48	1019.23	-876	1.052.384	1.082.921	-49.443	-85
		Earth	837	837	PN .	728.12	750.98	3%	689.232	628.359	19.127	35
14388.		Eart I	5.585	5.588	PN	754.95	643.67	-10%	4.394.325	3.683.441	-790.857	-105
Heavy Duty Vehicle:		Care II	11.221	11.221	PS	631.20	450,30	-21%	7.082.745	5.143.520	-1.539.220	-275
	Desel Oil	Ears N	4.270	4.270	15	461,10	361,79	-34%	1.972.610	1.584.970	-467.632	-24%
Beses		Ears V	22.042	22.042	4%	368,66	183,99	-49%	7,796,921	4.066.632	-3.671.399	-465
		Eara M	4,182	4,182	2%	42,78	183,99	300%	178,913	789.476	990 563	300%
		Buses Total	49,143	49,143	65.	468,37	339,99	-27%	23.017.115	16,788,234	-6.308.881	-271
		21-22-10	4,782	4,782	4%	1034.34	737,38	-29%	4.945.942	3.525,898	-1.420.134	-295
		Earth	2,285	2,285	ES.	748.66	581.41	-25%	1.650.685	1,237,759	-412.848	-255
1A388-		Care I	13.629	13.629	PS -	817,90	510.38	-30%	11.145.889	6.955.738	-4.191.131	-385
Heavy Duty		Ears II	54.685	54.685	15	612.52	364,41	-42%	34.589.677	19.927.835	-14.661.841	-625
Vehicle:	Diesel Oil	Ears N	34.037	36.037	15	396.37	286.34	-20%	13.491.199	9.711.096	-3.779.962	-20%
Trucks & Lorrise		Ears V	389.283	389,283	25	282,92	153,05	-45%	110.112.782	59.588.043	-50 544 749	-46%
Lorres		Ewa M	34,214	34,214	15	63.05	153.05	189%	3,937,089	11 358 582	7.421.413	1894
		Trucks Total	572,754	572,754	85	314,05	196,05	-38%	179.874.133	112,285,582	47.588.551	-38%
		pre-Caro	6.165	6.185	PN I	122.65	158.04	29%	796.185	974.368	218.162	215
143.614		Euro 1	3.637	3.637	PS	124.71	174.84	40%	478.514	670.859	192.346	405
Notorised		Euro 2	3,365	3,365	ES .	121.94	195.25	52%	433,674	660.378	226.504	525
Two	Gaustine	Euro J	6.305	5,305	15	39.63	196,25	396%	209.722	1.001.109	831.467	3965
Wheelers		Ears 4	0	0	25			0%		0		01
(M2Ws)		Fare 6	0	0	25			0%		0		04
		M2Ws Total	18.673	18.623	85.	108,59	179,34	785.	1.878.294	3.346.794	1.458.499	100
1.A.3.b - Road	o Transport	Total	2.153.563	2.153.563	05	217,27	140,35	-675	597.120.297	382,252,271	294,868,825	-491
justment deta	ills for 2065											
			1	Activity Dat		Impli	ed Ereission			NO ₃ Emi	ssions	
NFR Code	Fuel		CUITERS	adjusted	difference	CUITERS	adjusted	difference	CUTTER	adjusted	adjustment	difference
			in (U	in [N]		ų/T.ų	in [N]		in [kg]		in [5]
		рьбиз	11.080	11.080	8%	630,23	644,11	-14%	7.206.112	6.191.942	-1.014.199	-14%
		Ears 1	34,112	24,112	4%	371.34	245.71	-34%	8,953,981	6.904.674	-3.829.228	-34%

NFR Code	Fuel		CUTIENT	adjusted	difference	CURTERS	adjusted	difference	CUTER	adjusted	adjustment	difference
			in [in [5]		kg/TJ]	in [5]		in [kg]		in [5]
		ребиз	11.380	11.380	4%	630,23	644,11	-14%	7.206.112	6.191.942	-1.014.168	-14
		Ewa 1	24,112	24,112	4%	371,34	245,71	-34%	8.953.881	6.904.674	-3.829.228	-04
		Ewe 2	42,925	42,925	4%	207.78	142,09	-32%	8,918,785	6.089.059	-2.819.646	-32
	Gaustine	Ewe 3	72,871	72,871	9%	73,85	74,34	1%	5.381.351	5.446.237	64.887	1
	Carterior	Ears 4	353.474	353,474	FN	52,30	49.02	-6%	18.485.637	17.326.221	-1.158.416	-8
		Ears 5	180.783	180.783	PN	19,11	49.02	157%	3.454.481	8.861.456	5.406.575	157
		Ears 6	29.612	29.612	0%	25,70	49,02	64%	790.781	1.451.403	660.793	64
14351.		Gasoline total	715,156	715,156	05	74.38	71,23	.45	53,190,787	51,380,983	.1.889.805	
Passenger		pecas	1,282	1,282	4%	318.32	264,95	-10%	367.917	309,733	-58,194	-16
Cars		Ewa 1	4,219	4,219	4%	298.54	267,84	-10%	1,261,930	1,129,909	-132 821	
		Ewa 2	19.689	19.689	4%	407,00	220.36	-45%	8.013.587	4.338.719	-3.674.788	-0
		Euro J	71,044	71,044	15	595.01	179.04	-70%	42,271,648	12,719,962	-29.551.685	-70
	Diesel Oil	Eart 4	152,410	152,410	15	401.42	154.07	-62%	77.237.685	29.644.450	-47.593.208	-52
		Ears 5	304.346	364,345	- IS	434.67	154.07	-42%	132,290,483	45,880,424	-85,400,053	-8
			52.576	52.576				-41%				-11
		Euro 6			15	258,76	154,07		13.657.082	0.180.384	-6.556.778	
		Diesel oil tatal	645.565	645.565	65	436,19	159,88	.635	275.130.233	183,163,501	.171.966.732	
		PCs Total	1.360.721	1.368.721	62	241,28	110,52	-53%	328.321.020	158,468,488	.173.856.536	-5
		ha Ena	879	879	4%	664.37	645.95	-1%	675.380	667,977	-7.494	4
		Ewe 1	150	160	PN	895,63	311,90	-85%	134.523	46.851	-87.672	-8
		Ewe 2	629	629	9%	298,27	212,54	-29%	187.533	133.879	-53.854	-2
	Casaline	Eare 3	701	701	es	105,50	195,62	3%	73.969	76.155	2.156	3
	Carteria	Ears-4	1.720	1.720	0%	47,06	51,30	2%	80.955	85,245	7.290	
		Ears 5	1.620	1.630	0%	18,41	\$1,30	179%	29.012	83.086	53,274	17
		Ears 6	54	54	4%	18,71	61,30	174%	1.752	4.994	3 862	17/
14366.		Gosoline total	5,783	5,793	65.	197,12	172,88	.85	1.083.997	1.080.999	32.528	
Light Duty Vehicles		po Euro	2.323	2.323	4%	416,01	306,79	-26%	966,185	712.531	-253.654	-3
(LOVA)		Errs 1	2,105	2,105	4%	391.47	215.25	-45%	824,270	453,227	-371.843	-
frond		Ears 2	5.025	5.025	15	334.81	153,29	-40%	1.632.296	971,296	-650 520	-4
		Ears 3	15,701	15,701	15	558.35	150.67	-74%	2,112,414	2365713	-6,746,701	-74
	Diesel Oil	Euro 4	47,480	47,480	15	501.73	91.74	-82%	23.782.396	4.348.298	-19.434.898	-80
		Euro S	62,116	62,116	15	406.10	91.76	-72%	27,090,214	5.680.295	-21,392,009	-75
		Ears 6	636	635	15	154.01	91.74	-40%	\$7,759	68,230	-09.628	
			135.306	135,385	1% 1%	493.35	107,95	-375	63,505,643	14.647.490	.48.897.953	
		Diesel oil tatal										
		LDVs Total	141.098	141.098	65	457,76	110,62	-76%	64,589,370	15.688.490	-48.588.881	-1
		pre-Euro	979	979	9%	1070,34	1019,23	-8%	1.048.312	998.255	-58.858	-
		Earol	147	141	PN	738,26	751,91	3%	545.471	561.636	16.165	
1.4.3.6 (0.		Ears I	5.211	5.211	- 95	767,43	644,45	-10%	4.163.687	3.355.604	-748.883	-3
Heavy Duty	Desel Oil	Ears II	11.282	11.282	- 95	633,00	458,67	-20%	7.141.732	5.174.909	-1.966 822	-3
Vehicle:		Ears N	4.586	4.686	4%	468,70	361,99	-25%	2.158.086	1.614.177	-639.829	-2
Bases		Eara V	34.257	24.257	4%	368,77	184,68	-49%	8.727.068	4.477.641	-4.349.427	- 4
		Ewa VI	6.224	6.234	4%	60,13	184,59	247%	277.542	964.225	696.694	24
		Buses Total	\$2.287	52.287	8%	458,96	327,99	-29%	23,997,817	17,149,448	-6.848.379	- 4
		p+2#1	4.319	4.319	0%	1034.85	737,35	-29%	4.488.571	3.184.428	-1.284.143	-2
		Ears I	1.883	1.853	15	748.71	553.48	-20%	1.307.291	1.025.551	-351,740	-3
1A36H-		Care I	11.052	11.092	15	817.98	587.90	-30%	9.072.840	5.633.460	-3.439.351	-3
Heavy Duty		Euro II	43.481	43.481	15	631.55	361.64	-43%	27.460.779	15.724.631	-11.736.147	
Vehicle:	Desel Oil	Eas N	29.233	29,233	15	255.00	283.72	-20%	11,672,060	0.294.100	-3.378.768	-3
Trucks &		Ears V	329 726	329,726	4%	264.17	153.49	-40%	93,413,973	50.456.496	42 957 477	
Lorries		Ewe VI	120,787	120,797	15	67,49	153,48	167%	9.813.364	26.282.007	16 388 684	16
		Trucks Total	585,411	585,411	Ph 05	264.69	187,64	-305	157,189,675	110,520,783	46.668.973	- 3
			5/5411	5,744	P5	206,69				110.520.703		
		pe-Care					157,28	25%	720.441		163.628	2
1.A.3.biv		Ears 1	3.517	3.517	PS	127,40	176,22	30%	448.085	619.819	171.733	3
Motorised		Ears 2	3.382	3.382	- PS	\$27,35	196,90	55%	430.680	685.965	235.306	5
Two	Gasoline	Ears 3	5.011	5.011	45	40,29	196,90	389%	234.126	1.144.415	910.209	38
Wheelers		Ears 4	4	4	4%	16,96		-180%	69	904	736	1061
(M2W4)		Ewa 6	0	0	4%			0%	0	0		
		M2Ws Total	18.459	18,459	85	99,32	180,65	825	1.833.382	3.334.472	1.501.890	8

1.4.3.b - R

etails for 2066 NO₃ Emit adjusted in [kg] 6.410.967 Implied Emi sions adjustment in [kg/TJ] 76 644,11 NER Code Fuel reat adj in [7.4] 11.782 20.270 36.062 65.039 334.413 185.374 65.332 CATER florence in [5] -52% -53% -53% -7% 162% 80% -52% in [5] -145 7.478.914 7.545.483 7.671.581 4.881.482 17.989.984 3.580.746 11.782 -1.067.967 20.270 36.062 63.039 -35% -35% -1% -1% -1% 4.090.000 6.160.007 4.759.259 -2.646.596 -2.510.890 -42.233 -1.192.458 5.899.858 Earn 1 Earn 2 Earn 3 Earn 4 Earn 5 Earn 6 372,26 212,73 78,17 53,74 19,09 241,68 143,11 1.558.533 201.518 -46.009 -111.425 -3.096.198 -25.598.558 -43.878.214 -43.212.815 -42.194.778 65.332 745.272 1.280 3.749 16.584 61.398 175.840 299.654 416.684 1.763.947 50.736.967 385.262 1.122.449 6.720.132 36.991.999 71.362.220 130.032.044 25,67 78,93 308,76 299,38 407,79 802,50 405,78 433,34 208,76 418,36 418,36 418,36 418,36 19,82 3.327.85/ 1A3bi Passenge Cars 70,65 299,66 221,40 179,24 156,24 156,24 50.525.049 309.173 1.011.025 3.653.964 11.085.049 27.474.005 46.879.229 40.272.186 Eart 1 Eart 2 Eart 3 Eart 4 Eart 5 Eart 6 Deced 6 3,749 16,564 61,398 175,840 299,654 10N 46N -70% -61% -64% 100.012.044 30.427.555 307.041.660 307.798.627 583.788 122.136 182.311 70.432 76.141 70.432 76.744 46.819.229 10.232.786 100.535.230 199.670.200 687.683 42.425 1117.737 72.731 64.003 80.250 19.902 40 212 815 42 194 770 168 506 438 168 308 367 44 205 44 804 2 299 5 200 44 404 116.634 675.119 1.390.391 910 136 540 156,24 160,76 154,45 645,96 372,78 217,84 111,97 52,36 52,36 PCs To pre-Euro 1 Euro 2 Euro 3 Euro 4 1.684 Euro S Euro 6 Gasolini pro-Euro 1 Euro 1 Euro 2 Euro 3 Euro 4 Euro 5 1.724 1.724 56.108 34.157 6.764 1.068.2949 790.169 1.365.594 8.064.325 21.763.989 32.223.283 765.285 65.712.7128 10.902 10.902 1.013.678 665.433 385.371 816.452 2.049.233 3.905.141 6.050.700 12 228 12 228 54,614 234,415 -314,798 -542 542 4,955,820 -67,777,768 -26,364,600 363 5.996 2.169 1.790 4.223 13.582 43.141 74.231 18,65 1988,20 414,87 391,99 322,45 558,91 558,91 558,91 153,49 405,23 1070,87 751,38 415,20 364,78 415,20 364,78 415,50 364,78 419,75 1054,01 181%. .5% 62,36 171,06 306,79 215,25 153,31 150,77 32,40 12,40 1.A.3.b ii Light Duty Vehicles (LOVs) 5.996 2.169 1.790 4.223 13.582 43.141 74.231 Euro 6 Diesel 4.921 82,40 185,42 185,42 198,29 1919,23 752,57 645,03 450,94 362,20 186,22 186,22 454.676 -300 605 4.921 65.712.732 66.781.025 554.197 433.675 3.448.614 6.539.364 2.117.210 8.905.974 673.066 15.216.007 16.229.684 908.234 446.236 2.822.021 4.741.827 1.566.001 4.517.517 1.680.401 -50.456.726 -50.551.340 -45.957 12.550 -625.554 -4.727.536 -640.330 -4.416.457 1.117.336 LDA's Total pre-Eirre Ears II Ears II Ears II Ears IV Ears V Ears V Ears V Ears I Ears I Ears I Ears I 149,994 891 933 4.375 10.333 4.489 84.499 9.126 9.126 9.126 9.126 9.125 149.994 891 583 4.375 10.333 4.449 24.390 9.126 54.157 3.933 14356 Vehicle: Bases 673.066 23.082.189 4.087.249 1.183.482 7.298.046 21.553.280 9.640.384 74.680.233 16.544.289 1.680.401 96.683.117 2.900.379 789.813 4.485.828 12.251.155 6.645.624 186,22 388,24 737,35 587,52 585,52 27% 27% 32% 32% 43% 43% 24% 24% 24% 24% 24% 24% 23% 30% 31% 4.308.990 1004.01 748,16 817,75 638,81 -1.198.338 -373.588 -2.771.218 -9.302.133 -2.794.893 (4.621.62) 24.694.348 -325 -385 -405 1 A 3.6 III feavy Det Vehicle: Trucks & Lorries 8.876 34.167 34.287 259.736 261.460 994.013 5.543 3.300 3.375 6.443 66 8.876 Ears II Ears II Ears IV Ears IV Ears IV Ears I Ears 1 Ears 1 Ears 2 Ears 3 Ears 4 Ears 5 M2005 Totel 34.167 360,56 26.287 396,94 297,22 201,06 153,92 6.845.581 39.978.610 -29% -36% 149% 24% 24% 39% 58% 39% 301% 1001% 16 149 288 134.431.899 696.072 427.113 421.961 299.627 1.134 40.244.0% 187.496.282 585.795 687.076 1.273.571 12.832 261.460 5543 3.300 3.375 6.443 24 894 744 28-805 835 167 214 168 595 245 127 153,92 180,97 155,75 177,25 197,68 187,68 187,68 61,77 238,31 125,59 127,11 125,04 40,30 17,47 1.4.3.6 % Motorises Two-Wheelers (M2Ws) 1.013.543 65 0% 8 89% 1.805.897 3.412.476 1.606.579 18,785 18,785 96,14 181,65 425 553,799,558 382,991,820 1.4.3.b. R 65 258,85 137,22 45% 250,897,738

Activity Das current adjusted in [7.4] 12.282 12.282 17.449 17.449 30.435 30.435 54.271 54.271 Adjustment details for 2017 Implied Emission rent adjusted in [kg/TJ] 6,73 644,11 NO₃ Emi Bernece in [N] -14% -36% -36% -7% 167% 82% Fuel NFR Code adjusted in [kg] 6.680.107 4.217,044 4.314.140 14 [1] - 14% - 35% - 35% - 35% - 15% - 15% - 45% - 45% - 45% - 45% 7.014.207 6.509.311 6.617.570 4.254.938 17.316.320 3.465.302 3.465.302 -1.126.100 -2.291.267 -2.303.430 -115.502 -1.154.460 5.754.513 2.824.446 Even 1 Even 2 Even 3 Even 4 Even 5 Even 6 Gasolia \$10,73 372,99 217,43 78,40 241,68 4.139.376
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ljurtment det				Activity Date	8	Implie	d Ereission	Factor		NO ₃ Emir	niona	
NFR Code	Fuel		Current	adjusted	difference	current	bottuijbe. [LT/g	difference	OWNER	adjusted in [kg]	adjustment	
		pecas	in (12.219	12.219	in [5] 4%	637,59	644,11	in [N] -10%	7.790.965	6.649.721	-1.142.234	in [5] -10
		Ewa 1	14.362	14,962	2%	374.24	241,68	-36%	6.371.161	3.468.643	-1.902.518	-09
		Ewe 2 Ewe 3	24.295 43.642	24,295 43,642	PK PK	221.07 80.15	111.06	-50%	5.390.977	2.688.163	-2.662.814	-50
	Gasoline	Eart 4	278.738	278,738	65	55,98	52,30	-1%	15.683.488	14.578.755	-1.824.743	-7
		Ears 5 Ears 6	165.830	105.830	- 15 15	19,35	52,30 52,30	170%	3.228.282	8.725.668	5.497.468	170
14381.		Gasoline total	689.027	699.007	65	64,42	60,36	65	4.190.422 45.032.996	47.76.817	2,753,820	22
Passenger Cars		ребиз	1.983	1,969	8%	303,66	264,95	-13%	395.495	345.173	-68 293	-13
Cars		Ears 1 Ears 2	2,849	2,949	2% 2%	299.17 407.20	272.05	4%	852,432 4,391,383	775.155 2.483.536	-77.277 -1.987.858	4
	Diesel Oil	Earn 3	40.785	40.705	65	612,49	180,15	-71%	24.932.029	7.333.241	-17.598.788	-71
	Line on	Ears 4 Ears 5	130.534	130.534	- PS	414,71 415,25	150,48	-415	54.133.837 104.505.705	20.937.329 40.293.731	-33.196.508 -54.273.836	-51
		Euro 6	201.212	220.685	15	254,87	160,48	-81%	58,284,140	36,680,440	-04 273 836	-31
		Diesel oil tatal	666.074	666.074	05	371,66	163,30	-565	247.556.063	100.760.604	.138.287.458	.56
		PCs Total are Earn	1.365.101	1.365.101	0%	214,34	114,68	.06%. .1%	292.589.060	156.555.421	.136.033.639 -4.207	-46
		Ewe 1	188	188	15	911.58	312,78	-86%	98.528	33,805	-64.723	-66
		Ears 2 Ears 3	377	377 511	P5	303,64 111,92	224,45 118,84	-25%	114.682 57.282	84.713 60.739	-29.809	-26
	Gaseline	Eart 4	1.275	1.275	PS IS	52,02	54,35	4%	05.295	69.276	2.950	
		Ears 5	1.483	1.483	PS	23,70	54,36	129%	35.160	80.626	45.455	129
14356		Ears 6 Gasoline total	1.643	6.315	0% 0%	18,59	54,36	182%	30.550	89.325	68.775 11.809	110
Light Duty Vehicles		po Euro	1.872	1.872	8%	411.97	306.79	-26%	771.307	674.412	-196.825	-26
(LOVA)		Eare 1	1.295	1.295	65	388,84	275,25	-45%	483.129	272.296	-228.842	-45
		Ears 2 Ears 3	2.842	2.842	P5 - 25	318,56 599,10	150,74	-39%	905.309 5.609.152	550,789	-354.548	-39 -75
	Diesel Oil	Eart 4	33,232	33,232	15	508,42	93,81	-42%	16.929.185	3.117.457	-13.811.648	-82
		Eart S	66.283	66.283	15	412,92	93,81	-70%	29.654.080	6.217.860	-22.477.828	-70
		Ears 6 Diesel oil tatal	39.482 154,259	39.482	0% 0%	158,79 384,71	93,81	-39%	5.941.615	3.686.228	-2.345.307 -43.504.215	-36
		LDVs Total	160.574	160.574	65	375,80	104,94	-725	60.343,725	16.851.449	43.492.276	-17
		pre-Euro	547	547 237	1% 1%	1078,18	1019,23 752,57	-7% 3%	589.357 173.678	557.147 175.365	-32.210	4
14388.		Ears I	237 2.270	2.270	15	732,78 767,83	752,57 646,33	-10%	173.678	178.368	4.898	-10
Heavy Duty Vehicle:	Diesel Oil	Ears II	6.757	6.757	- 15	638,89	459,32	-21%	4.262.724	3.103.402	-1.153 232	-27
Vehicle: Bases		Ears IV Ears V	3.043	3.043	0% 0%	473,96 362,42	362,73 186,37	-25%	1.439.790	1.073.333 3.375.016	-366.457 -3.198.249	-25
		Ears V	20.670	20.670	- FL	56,89	186,37	228%	1,176,026	3,852,314	2.676.288	229
		Buses Total	\$1,634	\$1,634	0%	309,75	283,50	-19%	15.993.526	13.687,196	-2.386.429	-15
		pre-Euro Euro I	3.252	3.262	P5	1034.82 747.82	737,38 468,38	-29%	3.375.389 815.052	2.405.071 512.378	-878.288 -305.674	-25 -31
1A36H-		Earl I	5.544	5.544	PS	017,44	581,68	-32%	4.532.195	2,701,510	-1.750.668	-39
Heavy Duty Vehicle:	Diesel Oil	Ears II	20.583	20.583	- PS	629,54	363,66	-44%	12.957.751	T 27T 279	-5.600.472	-64
Trucks &		Ears IV Ears V	15.912	15.912	2% 2%	398,09	276,23	-31%	6.034.421	4.395.424	-1.508.997 -21.620.843	-31 -47
Lorries		Ewe VI	381,799	381,799	2%	68,76	154,68	125%	26.251.482	59.055.898	32,804.495	126
		Trucks Total	585,186	585,186	0%	171,18	172,10	15	100.173.337	180,710,889	\$37.532	1
		pre-Caro Earo 1	4.940 2.965	4.940	PS	125,05	158,61 177,79	26%	622.686	783.451 527.294	168,795	26
1.A.3.b iv - Motorised		Euro 2	3.221	3.221	15	128,33	195,64	65%	387.586	639.833	252 237	65
Teres	Caroline	Ears 3	6.201	6.241	PS - 25	40,24 20.41	190,64	394%	251.125	1.239.688	908.962 201.435	394
Wheelers	Constantial Inc.	F							2.3.066	224.942	201.4.0	
(M2Ws)	Contraction of	Ears 4 Ears 6	1.130	1.130	15	0.00	100,004	0%	6	Ó		0
Wheelers		Eara d Eara 5 M2Ws Total	0	0 18.497	0% 0%	89,66	184,61	1065	1.658.558	3,454,367	1,256,209	106
Wheelers (M2W4) 1.A.3.b - Road	ails for 2019	Eara 6	0 18.497 2.180.983	0 18.497 2.180.993	0% 0% 0%	85,66 215,85 Implie	184,61 123,49	100% JBS	1.658.558 470.758.205	291.129.612 NO, Emil	.179.618.593	0 508 38
Wheelers (M2Ws) 1.A.3.b - Roa		Euro 5 M2Ws Total	0 18.497 2.180.983 current in [13.569	0 18.497 2.100.983 Activity Data adjusted Lij 13.660	ofice ofice difference in [N] ofice	89,66 215,85 Current in (k 628,58	184,65 123,49 of Ermission (acjusted p/TJ] 644,11	10(5) -385 Factor difference in [5] -105	1.658.558 470.758.296 current 8.661.621	291.139.612 NO, Emit adjusted is [kg] 7.382.600	.179.618.593 mions adjustment -1.291.822	100 Ja difference in [5] -%
Wheelers (M2W4) 1.A.3.b - Road	ails for 2019	Euro 5 M2Ws Total Taxal pr+Euro Euro 1	0 18.497 2.100.963 current in [13.669 12.427	0 18.497 2.180.983 activity Data activity Data activity Data activity Data activity Data activity Data	difference in [N] 2% 2%	89,66 215,85 current in (k 626,60 378,32	184,65 133,49 of Ermission i acjusted p(TJ) 644,11 241,68	1985 JBS Factor difference in [N] -10%	1.658.558 470.758.286 current 8.664.621 4.701.480	291.129.612 NO, Emil adjusted in [kg] 7.382.698 3.083.383	.179.618.593 mione adjustment -1.291.822 -1.698.896	100 30 609eresco is [5] -55 -38
Wheelers (M2W4) 1.A.3.b - Road	Fuel	Eara 5 M2Ws Total Tasal	0 18.497 2.180.983 current in [13.569	0 18.497 2.100.983 Activity Data adjusted Lij 13.660	ofice ofice difference in [N] ofice	89,66 215,85 Current in (k 628,58	184,65 123,49 of Ermission (acjusted p/TJ] 644,11	10(5) -385 Factor difference in [5] -105	1.658.558 470.758.296 current 8.661.621	291.139.612 NO, Emit adjusted is [kg] 7.382.600	.179.618.593 mions adjustment -1.291.822	100 Ja
Wheelers (M2W4) 1.A.3.b - Road	ails for 2019	Euro 6 M2Ws Total Tatal preEuro Euro 1 Euro 2 Euro 2 Euro 4	0 18.497 2.180.983 current in [13.660 12.427 20.086 35.216 25.220	0 18.487 2.180.983 adjuated 124 13.669 12.427 20.086 38.216 285.220	difference in [5] the the the the the the the the the the	89,66 215,85 corrent in [k 638,59 378,32 225,58 82,22 57,04	184,65 123,49 cd Ermination adjusted p/TJJ 644,11 241,68 92,50 78,12 53,29	1985 .385 Gifference in [N] -10% .36% .6% .6% .6%	1.658.558 470.758.286 current 8.664.621 4.701.480 4.531.070 2.577.840 14.553.285	291.129.652 NO, Emil adjusted in [kg] 7.362.660 3.063.363 1.888.018 2.829.166 1.3599.621	.179.618.593 adjustment -1.291.822 -1.698.096 -2.673.652 -348.673 -658.594	00 30 30 30 30 30 30 30 30 30 30 30 30 3
Wheelers (M2W4) 1.A.3.b - Road	Fuel	Euro 6 MOWE Total Tanal Euro 1 Euro 1 Euro 2 Euro 3 Euro 5	0 18,497 2,180,963 40,124 13,660 12,427 20,085 36,216 255,220 100,537	0 18.497 2.180.993 4.180.993 4.180.993 4.19 13.669 12.427 20.086 35.216 295.220 160.537	the second secon	89,66 215,85 correct in [k 628,58 378,32 225,58 82,22 57,04 19,77	184,61 133,49 of Drahasion acjusted p(TJ) 644,11 201,68 92,60 78,12 53,29 53,29	1985 	1.658.558 479.758.286 current 8.664.621 4.701.480 4.531.070 2.977.840 14.558.285 3.173.728	291.129.652 NO, Emil adjusted in [kg] 7.362.680 3.083.383 1.868.018 2.825.196 2.825.196 2.525.956.21 0.554.355	.179.618.993 mione adjustment -1.201.822 -1.608.096 -2.673.052 -148.673 -028.594 5.308.628	100 .34 688erenco in [%] .45 .46 .46 .46 .47 .77 .170
Wheelers (M2Wk) 1.4.3.b - Roan [ustment det. NFR Code	Fuel	Euro 6 M2Ws Total Tatal preEuro Euro 1 Euro 2 Euro 2 Euro 4	0 18.497 2.180.983 current in [13.660 12.427 20.086 35.216 25.220	0 18.487 2.180.983 adjuated 124 13.669 12.427 20.086 38.216 285.220	difference in [5] the the the the the the the the the the	89,66 215,85 corrent in [k 638,59 378,32 225,58 82,22 57,04	184,65 123,49 cd Ermination adjusted p/TJJ 644,11 241,68 92,50 78,12 53,29	1985 .385 Gifference in [N] -10% .36% .6% .6% .6%	1.658.558 470.758.286 current 8.664.621 4.701.480 4.531.070 2.577.840 14.553.285	291.129.652 NO, Emil adjusted in [kg] 7.362.660 3.063.363 1.888.018 2.829.166 1.3599.621	.179.618.593 adjustment -1.291.822 -1.698.096 -2.673.652 -348.673 -658.594	100 300 300 300 300 300 300 300 100 100
Wheekers (M7WN) 1.A.1.b. Roam (untreast deta NER Code	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 18.487 2.180.995 13.569 12.487 20.086 35.216 25.520 160.537 126.636 776.649 2.736	0 18.497 2.180.963 adjusted 1.4 12.437 20.086 36.265 295.220 160.537 206.636 786.644 786.644 2.736	ni 65 difference is Ni 15 15 15 15 15 15 15 15 15 15 15 15 15	80,66 215,85 Umplik correct in (k 430,68 378,32 225,58 82,22 57,04 19,77 25,63 49,76 40,30 40,20 230,76	184,61 133,49 of Drahasion acjusted g/T,2] 644,11 241,68 92,60 78,12 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29	1985. .385 .385 .385 .366 .366 .366 .366 .366 .366 .366 .36	1.658.556 479.758.296 2.664.621 4.781.480 4.531.070 2.597.840 14.558.295 3.173.726 5.295.099 43.394.5941 913.198	291.129.652 NO, Emil néjauted in [kg] 7.382.680 3.083.383 1.888.018 2.825.186 13.599.621 5.54.356 11.010.782 40.201.025 734.823	.179.618.993 adjustment -1.291.822 -1.898.096 -2.873.952 -348.873 -855 5.308.628 5.308.628 5.308.628 4.335.804 -108.275	800 BLC BLC BLC BLC BLC BLC BLC BLC BLC BLC
Wheelers (NFWs) 1.A.3.b. Road (untreast data NFR Code	Fuel	Euro S M2Ws Total Tatal Euro 1 Euro 1 Euro 2 Euro 3 Euro 4 Euro 5 Euro 1 Euro 1	0 18.497 2.180.993 (Current 13.680 12.427 20.026 30.216 29.520 160.537 29.520 160.537 786.691	0 18.497 2.199.963 xctivity Data actjusted 12.427 29.066 29.520 100.537 296.636 706.634 2.565	difference in [5] 55 75 75 75 75 75 75 75 75 75 75 75 75	89,66 215,85 current in (k 526,66 378,32 225,56 82,22 57,04 19,77 25,63 62,30	184,61 133,49 d Emination adjusted p(T,4) 644,11 241,68 32,50 76,12 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 54,45 55,55 55,5555 55,5555 55,5555 55,5555 55,5555 55,5555 55,5555	1985 	1.668.568 473.758.286 Darrent 8.664.521 4.751.200 2.577.840 14.558.285 3.173.758 5.285.089 43.981.541 912.186 916.913	291.129.652 NO, Emil adjuated in [kg] 7.362.680 3.063.383 1.886.018 2.829.186 13.599.621 0.554.355 11.010.732 40.220.025	.179.618.993 miore adjustment -1.201.822 -1.608.096 -2.673.052 -348.673 -058.594 5.306.628 5.715.628 5.715.628 5.715.628	909 802 947 947 948 948 948 949 949 949 949 949 949 949
Wheekers (M7WN) 1.A.1.b. Roam (untreast deta NER Code	Fuel	Exer 5 W20% Total Total Pr+Gan Exer 1 Exer 2 Exer 3 Exer 4 Exer 5 Gacolize total Pe+Gan Exer 1 Exer 2 Exer 1 Exer 2 Exer 1 Exer 2 Exer 1 Exer 2 Exer 1 Exer 2 Exer 1 Exer 2 Exer 3 Exer 4 Exer 2 Exer 4 Exer 5 Exer 6 Exer 5 Exer 6 Exer 7 Exer 7 Exer 6 Exer 7 Exer 6 Exer 7 Exer 7 Exer 6 Exer 7 Exer 7 Exe	0 18.497 2.180.993 current 13.660 13.660 13.660 36.216 36.216 36.216 36.216 36.216 2.256 2.256 2.566 8.891 3.3.079	0 18.497 2.180.985 adjusted 13.680 12.427 20.086 35.216 295.220 180.537 786.494 2.736 2.685 3.831 3.3019	difference in Ni rs rs rs rs rs rs rs rs rs rs	85,66 215,85 215,85 215,85 225,58 82,22 57,04 19,77 25,63 242,58 243,77 25,63 243,76 249,80 407,79 299,80	184,61 133,49 d Dreiseises acjusted g/T,2] 644,11 201,68 92,50 78,12 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 54,45 264,55 264,	1985. 385 689reece in [N - 456 - 365 - 595 - 495 - 495 - 1955 - 1	1.668.598 401.738.286 401.738.286 401.738.286 401.738.286 401.738.286 401.738.285 5.257.840 4.585.285 5.255.089 41.384.544 91.3189 766.913 3.500.286 20.301.25	291.139.652 NO ₂ End in [kg] 7.382.680 9.063.858 1.858.088 2.825.186 13.599.621 3.554.356 14.010.732 45.20.625 1724.593 647.736 2.037.480 5.557.443	イア5.61年.200 adjuatment イン21月22 イン2	88 86 86 97 88 98 98 98 98 98 98 98 98 98 98 98 98
Wheekers (M7WN) 1.A.1.b. Roam (untreast deta NER Code	Fuel Gassline	Exes 5 M20% Total Total Total Exes 1 Exes 2 Exes 2 Exes 3 Exes 5 Exes 6 Exes 5 Exes 6 Exes 1 Exes 5 Exes 5 Exes 1 Exes 1	0 18.497 2.180.993 Current 13.60 12.437 20.665 12.437 20.525 205.200 160.537 205.537 205.637 784.691 2.766 8.891 33.079 111.355	0 18.497 2.180.985 acjusted 12.437 20.086 36.216 29.520 150.537 206.636 764.641 2.756 2.565 8.881 3.019 31.1335	difference afference in [5] 15 15 15 15 15 15 15 15 15 15	85,66 215,85 current in [k 628,58 62,25 87,04 19,77 25,63 62,36 62,36 62,36 200,76 62,36 200,76 62,30 200,76 615,117	184,61 133,49 adjusted grt2j 644,11 241,68 92,66 78,12 53,29 53,29 53,29 64,45 244,64 292,06 292,06 292,05 292	1985. 385 686erece 16 N - 455 385 395 395 1995 1995 1995 1995 1995 1995	1.658.598 4/0.758.296 4/0.758.296 4/0.758.296 4.64.501 4.511.000 2.577.840 4.551.000 2.577.840 4.552.509 4.3984.541 976.319 3.650.296 20.310.125 4.4.688.658	291.129.612 mKy, Emil adjuaned in (kg) 7.382.688.018 2.629.168 2.629.168 2.629.168 1.690.625 48.208.625 734.023 647.038 2.037.480 5.567.483 10.065.225	. 479.618.500 miors adjustment - 1.201.822 - 1.201.822 - 1.201.825 - 1.201.825 - 1.201.825 - 1.408.504 - 3.508.604 - 3.508.604 - 4.356.804 - 4.352.723 - 4.25.721 - 5.25.721 - 5.25.721	100 300 300 300 300 300 300 300 300 300
Wheekers (MFWN) 1.A.1.b. Roam (untreast deta NER Code 1.A.3.b i. Passenger	Fuel Gassline	Exer 5 W20% Total Total Pr+Gan Exer 1 Exer 2 Exer 3 Exer 4 Exer 5 Gacolize total Pe+Gan Exer 1 Exer 2 Exer 1 Exer 2 Exer 1 Exer 2 Exer 1 Exer 2 Exer 1 Exer 2 Exer 1 Exer 2 Exer 3 Exer 4 Exer 2 Exer 4 Exer 5 Exer 6 Exer 5 Exer 6 Exer 7 Exer 7 Exer 6 Exer 7 Exer 6 Exer 7 Exer 7 Exer 6 Exer 7 Exer 7 Exe	0 18.897 2.180.903 Correct in [13.660 12.437 20.066 35.216 275.220 100.537 295.520 784.691 2.736 2.665 784.691 11.335 2.1114 2.73.1114	0 18.497 2.180.985 adjusted 13.680 12.427 20.086 35.216 295.220 180.537 786.494 2.736 2.685 3.831 3.3019	difference in Ni rs rs rs rs rs rs rs rs rs rs	85,66 215,85 215,85 215,85 225,58 82,22 57,04 19,77 25,63 242,58 243,77 25,63 243,76 249,80 407,79 256,00 407,75	184,61 133,49 d Dreiseises acjusted g/T,2] 644,11 201,68 92,50 78,12 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 54,45 264,55 264,	1985. 385 689reece in [N - 456 - 365 - 595 - 495 - 495 - 1955 - 1	1.668.598 401.738.286 401.738.286 401.738.286 401.738.286 401.738.286 401.738.285 5.257.840 4.585.285 5.255.089 41.384.544 91.3189 766.913 3.500.286 20.301.25	291.139.652 NO ₂ End in [kg] 7.382.680 9.063.858 1.858.088 2.825.186 13.599.621 3.554.356 14.010.732 45.20.625 1724.593 647.736 2.037.480 5.557.443	イア5.61年.200 adjuatment イン21月22 イン2	999 102 103 103 103 103 103 103 103 103 103 103
Wheekers (M7WN) 1.A.1.b. Roam (untreast deta NER Code	Fuel Gassline	Exes 5 M20% Total Tatal PP-Exes 1 Exes 1 Exes 2 Exes 3 Exes 4 Exes 5 Exes 6 Exes 1 Exes 5 Exes 1 Exes 2 Exes 1 Exes 2 Exes 1 Exes 2 Exes 1 Exes 2 Exes 1 Exes 2 Exes 5 Exes 6 Exes 5 Exes 6 Exes 7 Exes 7 Exe	0 18.897 2.180.903 0.07968 12.627 12.620 12.627 12.620 150.537 295.620 150.537 295.620 150.537 295.620 150.537 295.620 100.537 295.620 100.537 295.620 100.537 295.620 100.537 295.620 100.537 295.620 100.537 295.620 100.537 295.620 100.537 295.620 100.537 295.620 100.537 295.620 100.537 295.620 100.537 100.537 295.620 100.537 295.620 100.537 295.620 100.537 295.620 100.537 295.620 100.537 295.620 100.537 295.620 100.537 295.620 100.537 295.620 100.537 295.620 100.537 295.5377 295.5377 295.5377 295.5377 295.5377 295.5377 295.5377 295.5377 295.5377 295.5377 295.5377 295.53777 295.53777 295.53777 295.537777 295.5377777 295.5377777777777777777777777777777777777	0 18.497 2.180.993 acjusted 12.427 20.086 26.520 100.537 206.636 786.691 2.736 2.666 8.891 3.079 111.335 221.784 663.041 663.041		85,66 215,85 215,85 20	184,45 133,49 of Evolution acjusted gr14 644,11 241,68 92,80 78,12 53,29 54,44 162,44 162,44 162,47	1985. 385 685reece is (N -155 -55 -75 -75 -75 -75 -75 -75 -75 -75 -	1.458.596 403.758.286 403.758.286 403.758.286 403.758.286 404.511 404.511.070 2.577.840 4.511.070 2.577.840 4.552.285.285 3.107.755 5.285.089 743.986 743.987.541 745.6973 3.620.286 20.370.125 44.665.685 25.117.642 20.370.125	291.139.692 NO, Emil adjuated in [Fg] 7.342.680 2.825.198 2.825.198 13.599.621 0.554.356 11.010.732 647.236.65 724.923 2.037.440 5.957.433 31.686.290 37.650.997 44.425.184	175.616.502 adjustment -1.201.622 -1.664.996 -2.677.952 -3.06.5545 -3.06.5545 -3.06.5545 -3	999 187 187 197 197 197 197 197 197 197 197 197 19
Wheekers (M7WN) 1.A.1.b. Roam (untreast deta NER Code	Fuel Gassline	Exes 5 W20W Total Tesal Exes 1 Exes 1 Exes 2 Exes 3 Exes 5 Exes 5 Exes 5 Exes 5 Exes 2 Exes 3 Exes 5 Exes 4 Exes 4 Exes 4 Exes 4 Exes 6 Disad oil tutal	0 18.497 2.180.993 13.669 12.427 20.086 35.276 255.220 160.537 296.639 296.639 7764.691 2.566 8.891 33.075 111.355 23.511 663.844 6.3645	0 18.497 2.180.963 adjuntd 1.4 13.680 12.427 20.065 35.216 35.216 25.527 20.635 786.694 2.736 2.965 8.891 33.019 111.335 2.3.114 3.3.019 111.335 2.3.114 3.3.019 111.335 2.3.114 3.3.019 1.3.548 3.3.019 1.3.558 3.3.519 1.3.558 3.3.019 1.3.558 3.3.519 1.3.558 3.3.519 1.3.558 3.3.519 1.3.558 3.3.519 1.3.558 3.3.519 1.3.558 3.3.519 1.3.558 3.3.519 1.3.558 3.3.519 1.3.558 3.3.519 3.3.5588 3.3.5588 3.5588 3.5588 3.5588 3.5588	1% 6% 6% 10% 10% 10% 10% 10% 10% 10% 10% 10% 10	83,66 215,85 Current in [k 638,68 225,58 82,22 25,58 84,22 225,58 82,22 225,59 82,50 225,57 25,57	184,61 133,49 d Exstantion adjusted grT.2 644,11 52,50 78,12 53,29 54,41 54,41 55,59 54,41 55,59 55,	1985. 385 difference in [N] - 455, - 455,	1.658.596 4/0.758.296 6/0.758.296 0.646.521 0.2577.840 4.551.00 2.577.840 4.551.205 3.173.730 5.285.099 43.984.941 913.183 3.650.296 5.285.099 43.984.941 913.185 5.285.095 5.285.095 45.585.085 5.5171.643 5.517.643 5.557.643 5.557.543 5.557.543 5.557.543 5.557.543 5.557.543 5.557.543 5.557.543 5.557.543 5.557.543 5.557.543 5.557.543 5.557.543 5.557.543 5.557.543 5.557.543 5.557.5457.557.557.557.557.557.557.557.5	291.139.612 NO, Emdi adjuated in [Hg] 7.342.640 9.043.349 1.868.018 2.825.140 3.559.521 6.554.356 11.010.712 44.290.625 13.599.521 6.354.355 15.595.743 10.065.228 37.659.921 44.29.144 10.56.228 37.659.937 44.29.144 10.56.228 37.659.937 44.29.144 10.56.228 37.659.937 44.29.144 10.56.228 37.659.937 44.29.144 10.56.228 37.659.937 44.29.144 10.56.228 37.659.937 44.29.144 10.56.228 37.659.937 44.29.144 10.56.228 37.659.937 37.659.957	473.616.502 adjustment -1.201.822 -1.608.956 -2.673.952 -3.08.504 5.308.504 -3.08.504 -3.08.504 -3.08.504 -3.08.504 -3.08.504 -3.08.504 -3.08.504 -3.08.504 -3.08.604 -3.08	88 10 10 10 10 10 10 10 10 10 10
Wheekers (M7WN) 1.A.1.b. Roam (untreast deta NER Code	Fuel Gassline	Exes 5 M20% Total Tatal PP-Exes 1 Exes 1 Exes 2 Exes 3 Exes 4 Exes 5 Exes 6 Exes 1 Exes 5 Exes 1 Exes 2 Exes 1 Exes 2 Exes 1 Exes 2 Exes 1 Exes 2 Exes 1 Exes 2 Exes 5 Exes 6 Exes 5 Exes 6 Exes 7 Exes 7 Exe	0 18.497 2.180.993 4.180.993 4.180.993 4.180.993 4.180.993 4.120 4.1277 4.12777 4.12777 4.12777 4.127777 4.12777777777777777777777777777777777777	0 18.497 2.180.963 adjusted 12.47 20.086 36.216 29.520 190.537 206.636 2.565 2.565 2.565 2.565 2.565 2.565 2.5577 2.5577 2.5577 2.5577 2.5577 2.5577 2.55777 2.55777 2.55777 2.557777 2.557777777777	15 6 6 6 6 7 5 5 5 5 5 5 5 5 5 5 5 5 5 5	83,66 215,85 215,85 215,85 225,58 82,22 225,58 82,22 225,58 82,22 25,58 82,22 25,58 82,22 57,04 19,77 20,30 62,30 62,30 63,31 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 20,30 20,50 2	184,41 133,49 d Eminetion acjusted g/T,4 G44,11 G44,11 G44,14 S2,60 78,12 S3,29 S3,29 S3,29 S3,29 S44,66 292,06 229,16 229,16 229,16 229,16 229,16 180,42 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,45 532,7 185,32 532,9	1985. 385 Gifference 686 695 695 695 100	1.658.596 403.158.296 403.158.296 403.158.296 403.158.296 403.158.296 403.158.296 403.158.296 403.297.540 41.555.295	291.139.652 adjusted is jug is jug 1.850.686 2.857.1867.186 2.857.186 2.857.186	173.616.503 adjuatment -1.361.622 -1.661.966 -2.673.625 -360.534 -360.534 -360.534 -360.534 -360.534 -360.535 -43.525 -43.5555 -43.5555 -43.5555 -43.555 -43.5555 -43.5555 -43.5555 -4	889 147 147 147 147 147 147 147 147
Wheekers (M7WN) 1.A.1.b. Roam (untreast deta NER Code	Fuel Gassline	Ears 5 WWW Total Total Total Ears 1 Ears 2 Ears 3 Ears 5 Ears 7 Ears 7 E	0 18.497 2.180.993 12.6093 12.6093 12.609 12.609 12.609 12.736 2.555 2.557 1206.636 150.537 1206.636 150.537 1206.636 150.537 111.335 2.211.114 2.736 111.335 2.211.114 2.736 111.535 2.211.114 2.736 111.535 2.211.114 2.736 2.215 2.211.114 2.736 2.215 2.211.114 2.736 2.215 2.211.114 2.736 2.215 2.211.114 2.357 2.215 2.	0 18.497 2.190.903 4.190.903 4.190.903 4.14 13.460 12.427 20.066 36.216 255.220 160.337 255.250 151.355 255.250 151.355 255.250 151.355 255.250 151.355 255.250 151.355 255.250 151.355 255.250 151.355 255.250 151.355 255.250 151.355 255.250 151.355 255.250 151.355 255.250 151.355 255.250 151.355 255.250 151.355 255.250 151.355 255.250 151.355 155.555 151.355 15	- 所 - 所 - 時 - 時 - 時 - 一 - 一 - 一 - 一 - 一 - 一 - 一 - 一	89,66 215,85 215,85 215,85 216,56 216,56 225,58 82,22 57,04 215,58 82,22 57,04 215,58 82,22 57,04 215,58 82,22 57,04 215,58 82,22 215,58 82,22 215,86 215,87 215,97	184,41 133,49 d Droholeen acjusted grJJ 644,11 241,68 82,59 53,29 53,29 53,29 53,29 53,29 53,29 54,45 229,18 182,44 182,45 1	1985 385 Fector 689 690 305 305 305 305 1005	1.658.596 403.758.296 403.758.296 403.758.296 403.758.296 40.64.521 40.64.521 40.651.200 2.577.840 45.51.070 2.577.840 45.552.500 43.964.541 45.552.525 20.370,725 44.565.225 20.370,725 44.565.225 20.370,725 44.565.225 20.370,725 44.565.225 20.370,725 44.565.225 20.370,725 45.567.225 20.370,725 45.567.225 20.370,725 45.567.225 20.370,725 45.567.225 20.370,725 45.567.225 20.370,725 45.567.225 20.370,725 45.567.225 20.370,725 45.567.225 20.370,725 45.567.225 20.370,725 45.567.225 20.370,725 45.567.225 20.370,725 45.567.225 20.370,725 45.567.225 20.370,725 45.567.225 20.370,725 20	291.1396.652 MO, Emil adjamed in Figi 7.342.640 5.042.343 1.858.616 2.825.146 5.957.621 1.559.621 1.010.730 44.229.141 1.010.730 647.736 5.957.443 31.60.652.262 31.60.652.962 31.656.997 1.57.874.907 1.57.874	175.616.503 adjustment -1.201.622 -7.690.956 -7.695.504 -7.695.504 -7.695.505 -7.655.603 -7.655.603 -7.655.603 -7.655.603 -7.655.603 -7.756.604 -7.756.603 -7.756.603 -7.756.604 -7.756.756.756.756 -7.756.756.756.756 -7.756.756.756.756.756.756 -7.756.756.756.756.756.756.756.756.756.75	800 800 84 84 94 94 95 95 94 94 94 94 94 94 94 94 94 94 94 94 94
Wheekers (MFWN) 1.A.1.b. Roam (untreast deta NER Code 1.A.3.b i. Passenger	Fuel Gassline	Exes 5 W20W Total Total Exes 1 Exes 1 Exes 2 Exes 3 Exes 5 Exes 5 Exes 5 Exes 5 Exes 4 Exes 5 Exes 4 Exes 5 Exes 1 Exes 1 Exes 1 Exes 2 Exes 1 Exes 1 Exes 5 Exes 1 Exes 1 Exes 2 Exes 1 Exes 2 Exes 1 Exes 1 Exes 2 Exes 3 Exes 1 Exes 2 Exes 1 Exes 1 Exes 2 Exes 1 Exes 1	0 18.497 2.180.993 13.640 13.640 13.640 13.640 13.640 13.640 13.640 13.640 14.691 2.166 2.646 1.265,200 11.355 2.164,591 11.355 2.164,591 11.355 2.165,591 11.355 2.160,597 11.355 2.160,597 11.355 2.160,597 11.355 2.160,597 11.355 2.160,597 11.355 2.160,597 11.355 2.160,597 11.355 2.160,597 11.355 2.160,597 11.355 11.355 2.160,597 11.355 2.160,597 11.355 11.35	0 18.497 2.180.963 adjusted 12.47 20.086 36.216 29.520 190.537 206.636 2.565 2.565 2.565 2.565 2.565 2.565 2.5577 2.5577 2.5577 2.5577 2.5577 2.5577 2.55777 2.55777 2.55777 2.557777 2.557777777777	15 6 6 6 6 7 5 5 5 5 5 5 5 5 5 5 5 5 5 5	83,66 215,85 215,85 215,85 225,58 82,22 225,58 82,22 225,58 82,22 25,58 82,22 25,58 82,22 57,04 19,77 20,30 62,30 62,30 63,31 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 415,11 419,37 20,30 20,30 20,50 2	184,45 133,49 d Droklastice adjurned g/T.aj 644,11 241,68 78,12 53,29 53,29 53,29 53,29 53,29 53,29 53,29 180,45 292,06 292,06 182,44 182,45 184,5	1985. 385 385 385 485 495 495 495 495 495 495 495 495 495 49	1.4568.556 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.276.400 403.277.840 403.27	291.1394.692 mdjuated ini jkaj 7.382.686 9.083.86.098 2.859.196 1.5599.621 4.886.098 2.859.196 1.5599.621 4.886.098 2.859.196 1.559.64.356 1.010.736 6.87.736 6.87.736 1.65.228 1.76.80.297 4.4.229.184 1.95.542.928 1.95.542.94 1.95.5	175.616.500 adjuatnest 1.231.622 1.640.656 2.673.620 2.673.620 2.673.620 2.575.600 4.352.624 4.4322.723	99 10 10 10 10 10 10 10 10 10 10 10 10 10
Wheekers (MFWN) 1.A.1.b. Roam (untreast deta NER Code 1.A.3.b i. Passenger	Ganatine Dieset Oil	Exes 5 400% Total 400%	0 18.497 2.180.993 2.180.993 13.660 12.427 20.066 13.660 12.427 20.066 255.220 160.537 275.26 784.691 784.691 1.555 255.250 111.555 211.754 557 515 515 515 515 515 515 515	0 18.097 2.100.003 adjuned 13.000 13.000 27.0	ボ ベ	89,66 245,85 245,85 245,85 245,85 245,86 252,56 252,55 252	184,45 133,49 d Destanted adjusted j/T.4j 644,111 201,68 76,12 53,29 5	1985. 385 385 385 385 395 395 395 395 395 395 395 395 395 39	1.668.568 403.758.266 403.758.266 8.644.631 4.778.400 2.577.840 14.555.226 20.37.780 9.13.153 7.66.913 3.652.266 9.13.153 7.66.913 3.652.266 20.371.645 3.652.266 20.371.645 3.652.266 20.371.645 3.655.266 9.131.645 9.1351.645 9.135599 9.13559	291.1356.52 MO, Emil adjamed in Fig] 7.362.660 5.063.361 1.868.078 2.825.166 5.054.356 11.070.732 6.554.356 2.071.460 5.554.356 2.071.460 5.554.356 2.071.460 5.557.453 5.557.453 5.557.453 5.557.453 5.557.453 5.577.453 5.577.453 5.577.453 5.577.453 5.577.453 5.577.453 5.577.453 5.577.453 5.577.455 5.	179.618.520 adjustment 1.201.820 1.201.820 2.871.822 2.871.822 2.871.822 2.871.822 3.98.534 5.308.623 5.308.623 5.308.623 5.308.625 5.308.625 4.452.826 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.8566 4.452.8566 4.452.8566666666666666666666666666666666666	60 10 10 10 10 10 10 10 10 10 1
Wheekers (NOWK) 1.A.3.b - Reas (antimetri def. NFR Code 1.A.3.b I - Passenger Cars	Ganatine Dieset Oil	Exes 5 Work Total Total Exes 1 Exes 2 Exes 2 Exes 5 Exes 6 Exes 4 Exes 4 Exes 5 Exes 4 Exes 4 Exes 5 Exes 5	0 18.497 2.180.995 2.180.995 10.207 11.260 2.255 200.086 2.255 2.007 2.255 2.006 2.255 2.007 2.255 2.007 2.255 2.007 2.255 2.007 2.255 2.007 2.255 2.007 2.255 2.5555 2.5555 2.5555 2.5555 2.5555 2.5555 2.5555 2.55555 2.55555 2.55555 2.55555555	0 18.007 2.100.003 adjuard 13.600 32.255 20.006 32.255 20.006 32.255 20.006 33.255 27.565 2.756 2.756 2.756 33.079 11.535 33.079 11.535 33.079 11.535 33.079 11.535 30.075 30		89,66 215,85 215,85 215,85 215,85 215,85 215,85 225,56 225,56 225,56 225,57 245,87 245,87 245,86 232,75 240,96 245,86 240,96 245,86 245	184,45 133,49 133,49 133,49 133,49 133,49 133,49 133,49 133,49 143,44 144,11 144,11 144,11 144,11 144,11 144,11 145,49 145,44 145,46 145,45	1985. 385 385 1985.	1.4688.568 4031.758.286 4031.758.286 4031.758.286 4031.758.286 4031.758.286 4031.758.286 2.525.099 41.186 2.237.780 2.525.099 41.386 2.237.780 2.2	2011.139.652 HO, Emb Ingl Instant Inst	179.618.500 adjustment -1.201.622 -1.804.906 2.877.852 -2.877.852 -3.986.554 5.308.623 -1.48.877 -3.952.723 -3.952.7	90 90 91 91 92 92 92 93 93 94 94 94 94 94 94 94 94 94 94 94 94 94
Vitraekov (NOW) 1.4.1.b. Ros (urbrent det NER Code 1.4.3.b II. Passanger Cars	Ganatine Dieset Oil	Exes 5 400% Total 400%	0 18.497 2.180.993 2.180.993 13.660 12.427 20.066 13.660 12.427 20.066 255.220 160.537 275.26 784.691 784.691 1.555 255.250 111.555 211.754 557 515 515 515 515 515 515 515	0 18.097 2.100.003 adjuned 13.000 13.000 27.0	ボ ベ	89,66 245,85 245,85 245,85 245,85 245,86 252,56 252,55 252	184,45 133,49 d Destanted adjusted j/T.4j 644,111 201,68 76,12 53,29 5	1985. 385 385 385 385 395 395 395 395 395 395 395 395 395 39	1.668.568 403.758.266 403.758.266 8.644.631 4.778.400 2.577.840 14.555.226 20.37.780 9.13.153 7.66.913 3.652.266 9.13.153 7.66.913 3.652.266 20.371.645 3.652.266 20.371.645 3.652.266 20.371.645 3.655.266 9.131.645 9.1351.645 9.135599 9.13559	291.1356.52 MO, Emil adjamed in Fig] 7.362.660 5.063.361 1.868.078 2.825.166 5.054.356 11.070.732 6.554.356 2.071.460 5.554.356 2.071.460 5.554.356 2.071.460 5.557.453 5.557.453 5.557.453 5.557.453 5.557.453 5.577.453 5.577.453 5.577.453 5.577.453 5.577.453 5.577.453 5.577.453 5.577.453 5.577.455 5.	179.618.520 adjustment 1.201.820 1.201.820 2.871.822 2.871.822 2.871.822 2.871.822 3.98.534 5.308.623 5.308.623 5.308.623 5.308.625 5.308.625 4.452.826 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.856 4.452.8566 4.452.8566 4.452.8566666666666666666666666666666666666	60 10 10 10 10 10 10 10 10 10 1
Witeekers (NOW) 1.A.3.b Rear (antroart def NFR Code 1.A.3.b I - Passenger Cars	Ganatine Dieset Oil	Exes 5	0 18.497 2.180.595 2.180.595 12.427 20.086 35.276 12.427 20.086 35.276 12.427 20.086 35.276 10.537 20.636 2.756 2.756 3.578 4.689 11.335 21.1784 45.364 1.365 3.178 45.364 1.247 3.3079 11.335 21.1784 45.364 1.247 3.378 1.247 1.355 2.156 3.378 1.355 1.35	0 18.007 18.007 19.005 10.		89,66 215,85 215,85 215,85 215,85 215,86 225,58 2225,58 2225,58 2225,58 2225,58 2225,58 2225,58 222,53 240,77 25,57 249,36 240,39 240,3	184,45 133,46 133,46 133,46 133,46 143,46 143,46 144,47 144,46 145,46 145,46 145,46 145,46 145,46 145,46 145,46 145,47 145,46 145,47	1985. 385. 385. 385. 368. 368. 369. 369. 369. 369. 369. 369. 369. 369	1.4568.556 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.159.266 403.278.40 403.407.40 403.407.40 403.407.40 403.407.40 403.407.40 403.407.40 403.407.40 403.407.40 403.407.40 403.407.40 403.407.40 403.407.40 403.407.40 403.407.40 403.407.40 403.407.40 403.407.407.40 403.407.40 403.407.407.40 403.407.407.407.407.407.407.407.407.407.407	2011.1396.652 MO, Endi adjuated is plag1 7.362.666 3.063.363 1.868.078 2.825.166 10.001.732 2.825.166 10.001.732 2.825.166 10.001.732 2.825.166 2.825.174.603 7.74.923 6.842.266.025 7.74.923 7.75.9243 7.75.92	179.418.500 adjustreest 1.201.820 2.879.825 5.308.625 5.308.625 5.308.625 5.308.625 5.308.625 5.308.625 5.308.625 5.308.625 5.308.625 5.308.625 4.452.625.625 4.452.6256 4.452.6256 4.452.62566 4.452.6256666666666666666666666666666666	00 10 10 10 10 10 10 10 10 10
Wineskey (NOW) 1.4.3.b - Rase (untreart det NFR Code 1.4.3.b - I. Passenger Case 1.4.3.b - I. Light Day Webcies	alh for 2005 Fuel Gassiine Diesel Oil	Exes 5 W20W Total Total Exes 1 Exes 1 Exes 2 Exes 5 Exes 5 Exes 5 Exes 5 Exes 5 Exes 4 Exes 4 Exes 5 Exes 6 Exes 1 Exes 5 Exes 5 Exes 1 Exes 5 Exes 6 Exes 1 Exes 5 Exes 6 Exes 6	0 18.497 2.180.995 2.180.995 13.660 12.437 20.086 36.285 22.520 100.537 2.136 2.136 2.136 2.136 2.136 2.136 3.079 111.355 2.1174 4.23.541 6.3.844 5.316 9.75 3.160 3.160 3.178 3.079 11.560 3.178 3.079 11.560 3.178 3.079 11.560 3.178 3.079 11.560 3.178 3.079 11.560 3.178 3.079 11.560 3.178 3.079 11.555 2.178 3.079 11.555 2.178 3.079 11.555 2.178 3.079 11.555 2.178 3.079 11.555 2.178 3.079 11.555 2.178 3.079 11.555 3.079 1.555 1.555 1.55	0 18.007 18.007 14.007 15.00 15.		89,66 215,85 215,85 215,85 215,85 215,85 225,56 225,56 225,56 225,57 245,87 245,87 245,86 232,75 240,96 245,86 245	184,65 133,49 adjaned 201,60 201,000,000 201,0000 20	1985. 385. 385. 168. 168. 168. 169.	1.4668.566 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 2.525.059 41.558.255 55.117.643 2.525.059 41.964.913 3.652.266 55.117.643 2.519.255 55.117.643 2.519.255 55.117.643 2.519.255 55.117.643 2.519.265 2.519.255 2.519.255 2.519.2555 2.5	2011.139.652 HO, Emb III, Table Status III, Status III, Status III, Status IIII, Status IIII, Status IIIII, Status IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	. 179.418.500 . 1.201.822 . 1.201.822 . 1.601.96 . 2.871.922 . 2.871.922 . 2.871.922 . 2.971.922 . 2.	100 11 11 11 11 11 11 11 11 11 11 11 11
Wineskey (NOW) 1.4.3.b - Rase (untreart det NFR Code 1.4.3.b - I. Passenger Case 1.4.3.b - I. Light Day Webcies	Ganatine Dieset Oil	Exes 5	0 18.497 2.180.995 2.180.995 12.437 20.086 27.240 2.736 2.086 2.736 2.086 2.736 2.256 2.256 2.256 2.2736 2.256 2.256 2.2736 2.256 2.256 2.2736 2.256 2.256 2.256 2.2736 2.256 2.256 2.257 2.256 2.256 2.257 2.256 2.256 2.257 2.256 2.256 2.257 2.256 2.256 2.257 2.256 2.256 2.257 2.2566 2.256 2.2566 2.2566 2.2566 2.2566 2.2566 2.256	0 18.677 2.169.993 4.169.993 4.169.993 4.159.993		89,66 215,85 215,85 215,85 215,85 215,86 225,56 225,56 225,56 225,57 245,57 25,57 25,57 26,28 26	184,65 133,69 adjaned adjaned 40 Crelinice adjaned 41,52 42,53 42,55 42,55 44,56 45,52 45,52 45,52 44,56 45,52 45,55 45,52 45,555 45,555 45,555 45,555 45,555 45,555 45,555 45,555	1985. 385 385 485 495 495 495 495 495 495 495 49	1.4668.566 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 1.4510.00 2.577.840 4.558.256 20.310.125 4.568.266 55.117.643 2.525.098 203.4662.068 55.117.643 2.5155 55.117.643 2.5155 55.117.643 2.5155 55.117.643 2.5155 55.117.643 2.5155 55.117.643 2.5155 55.117.643 2.5155 2.5156 2.51555 2.51555 2.51555 2.51555 2.51555 2.51555 2.51555 2.51555 2.515555 2.515555 2.5155555 2.515555555555	291.1396.652 MO, Ensis adjamtad ini pagj 7.342.640 5.043.343 1.868.078 2.825.166 5.054.356 11.010.332 41.201.346 2.037.440 5.054.356 41.201.340 5.054.356 11.010.332 41.201.340 5.957.443 31.60.65.2362 31.656.2362 31.656.2362 31.656.2362 31.656.2362 31.656.2362 31.656.2362 31.656.2362 31.656.2362 31.656.2362 31.656.2362 31.656.2362 31.656.2362 31.656.2362 31.656.2362 31.656.2362 31.656.2362 31.656.2362 32.657.442 31.657.4425 31.657.4425 32.757.544 32.757.5	179.418.500 1.301.625 1.301.625 1.301.625 1.400.956 2.671.952 2.671.952 2.571.625 2.715.625 1.552.628 4.352.629	900 1000 1000 1000 1000 1000 1000 1000
Winesins (NOW) 1.4.3.b - Rase (untreart det NFR Code 1.4.3.b - I. Passenger Cass	alh for 2005 Fuel Gassiine Diesel Oil	Exes 5	0 18.497 2.180.595 2.180.595 12.427 20.086 35.276 12.427 20.086 35.276 12.427 20.086 35.276 12.427 20.086 35.276 10.537 20.636 2.756 3.578 4.691 11.325 21.174 4.223 5.16 5.26 5.26 1.325 1.154 4.225 5.26 5.26 5.27 1.154 2.756 5.27 1.154 2.756 5.27 1.154 2.756 5.27 1.154 2.756 5.27 1.154 2.756 5.27 1.155 5.27 5.15 5.27	0 18.67% Data Activity Data adjuned 11.60% Data data 21.00% Data 21.00% Data		89,66 215,85 215,85 215,85 215,85 215,86 225,58 225,58 2225,58 2225,58 2225,58 2225,58 2225,58 222,28 270,28 201,77 25,57 229,26 25,	184,45 133,46 133,46 133,46 133,46 134,46 134,46 134,46 134,46 134,46 135,26 134,46 135,26 134,46 135,26 135,27 134,47 135,26 134,47 134,46 135,27 134,47 134,46 135,27 134,47 134,46	1985. 385 385 395 395 395 395 395 395 395 395 395 39	1.4568.556 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 40.158.266 40.158.266 40.259.266 40.259.266 40.259.266 20.350.266 20.	2011.139.652 MO, Emil adjunted ini Pagj 7.362.666 30.693.9621 30.693.9621 30.693.9621 30.595.136 40.603.7440 50.554.356 707.460 50.554.356 707.460 50.554.356 707.460 50.774.603 707.460 50.774.60 5	179.418.500 adjustrees 1.201.822 2.879.825 2.879.825 5.308.623 5.308.623 5.308.623 5.308.623 5.308.623 5.308.623 5.308.623 5.308.625 7.358.603 4.358.604 4.358.604 7.438.62 7.448.62 7.438.62 7.438.62 7.438.62 7.448.62 7.438.62 7.438.62 7.438.62 7.448.62 7.438.62 7.438.62 7.438.62 7.448.62 7.448.62 7.448.62 7.448.62 7.448.62 7.448.62 7.448.62 7.448.62 7.448.62 7.448.62 7.448.62 7.448.62 7.448.62 7.448.62 7.448.62 7.448.62 7.	60 min 2 mi
Winesins (NOW) 1.4.3.b - Rase (untreart det NFR Code 1.4.3.b - I. Passenger Cass	alh for 2005 Fuel Gassiine Diesel Oil	Exes 5 400% Total 400%	0 18.497 2.180.995 2.180.995 12.437 20.086 27.240 2.736 2.086 2.736 2.086 2.736 2.256 2.256 2.256 2.2736 2.256 2.256 2.2736 2.256 2.256 2.2736 2.256 2.256 2.256 2.2736 2.256 2.256 2.257 2.256 2.256 2.257 2.256 2.256 2.257 2.256 2.256 2.257 2.256 2.256 2.257 2.256 2.256 2.257 2.2566 2.256 2.2566 2.2566 2.2566 2.2566 2.2566 2.256	0 18.677 2.169.993 4.169.993 4.169.993 4.159.993		89,66 215,85 215,85 215,85 215,85 215,86 225,56 225,56 225,56 225,57 245,57 25,57 25,57 26,28 26	184,65 133,69 adjaned adjaned 40 Crelinice adjaned 41,52 42,53 42,55 42,55 44,56 45,52 45,52 45,52 44,56 45,52 45,55 45,52 45,555 45,555 45,555 45,555 45,555 45,555 45,555 45,555	1985. 385 385 485 495 495 495 495 495 495 495 49	1.4668.566 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 14.011 14.011 2.577.840 4.551.200 2.525.059 41.961.201 2.525.059 41.961.201 2.525.059 41.961.201 2.525.059 41.961.201 2.525.059 55.117.643 55.117.643 55.155 55.117.643 55.155 55.117.643 55.155 55.1	2011.139.652 MO, Endi adjuated isi Pagj 7.362.686 30.693.986 10.603.782 2017.480 5.554.356 10.003.782 704.523 704.523 704.523 704.523 704.523 704.523 704.52 707.480 5.557.433 70.652.75 70.557 70.557 70.557 70.557 70.557 70.557 70.557 70.557 70.55	179.418.500 1.301.625 1.301.625 1.301.625 1.400.956 2.671.952 2.671.952 2.571.625 2.715.625 1.552.628 4.352.629	900 1000 1000 1000 1000 1000 1000 1000
Winesins (NOW) 1.4.3.b - Rase (untreart det NFR Code 1.4.3.b - I. Passenger Cass	alh for 2005 Fuel Gassiine Diesel Oil	Exes 5 400W Total 400W	0 18.497 2.180.995 2.180.995 12.460 12.427 20.066 36.276 2.552 2.555 2.555 2.555 2.555 2.555 2.275 2.555 2.275 2.2755	0 18.677 2.169.595 2.169.595 2.169.595 2.169.595 2.151 2.152 2.152 2.152 2.152 2.152 2.153 2.155 2.15		89,66 215,85 215,85 215,85 215,85 215,85 225,86 225,86 225,86 225,86 225,86 225,86 225,86 225,86 225,86 225,86 226,36 226,36 226,36 226,36 226,36 226,36 227,36 246,37 246,37 246,37 246,38 245,86 245,87 246,36 245,86 245	184,65 133,69 40 Drelineires adjanede 40 Jrelineires 40 J	1985. 385 386 386 386 389 389 389 389 389 395 395 395 395 395 395 395 39	1.4698.598 403.158.296 403.158.296 403.158.296 403.158.296 403.158.296 403.158.296 40.981.591 40.981.591 20.317.80 2	2011.139.652 adjamed in Pagi 7.342.666 3.043.348 1.868.078 2.825.166 3.043.348 1.049.372 3.043.348 1.049.372 3.043.348 1.049.372 3.043.346 2.047.346 2.047.346 2.047.346 2.047.346 3.044.251.147 1.057.347 3.057.346 3.0	1.179.4318.520 adjustment -1.201.822 -1.201.822 -1.201.822 -2.877.842 -2.877.842 -3.98.554 -5.308.623 -5.308.625 -5.308.6	199 1月14日 1月141日 1月14 1月14
Winesins (NOW) 1.4.3.b - Rase (untreart det NFR Code 1.4.3.b - I. Passenger Cass	alh for 2005 Fuel Gassiine Diesel Oil	Exes 5 400% Total 400%	0 18.497 2.180.595 2.180.595 12.427 20.086 35.276 225.220 180.537 226.526 2.776 2.776 2.776 2.776 3.079 11.325 211.734 2.776 3.079 11.325 211.734 4.227 1.368 5.77 4.126 3.079 4.126 3.079 4.126 3.079 4.126 3.079 4.126 3.079 4.126 4.126 3.079 4.126 4.12	0 18.67% 2.180.955 2.180.955 2.180.955 2.180.955 2.10 2.15.427 2.20.50 2.25.52 2.25		89,66 215,85 215,85 215,85 215,85 225,58 2225,58 2225,58 2225,58 2225,58 2225,58 2225,58 2225,58 2225,58 2225,58 222,28 201,27 227,28 201,27 227,28 201,21 201,27 227,28 201,21 201,28 25,28 21	184,45 133,46 133,46 133,46 133,46 134,46	1985. 385 385 1985.	1.4568.556 4031.758.266 4032.758.266 4032	2011.139.652 MO, Endi adjuated isi Pagj 7.362.686 30.693.986 10.603.782 2017.480 5.554.356 10.003.782 704.523 704.523 704.523 704.523 704.523 704.523 704.52 707.480 5.557.433 70.652.75 70.557 70.557 70.557 70.557 70.557 70.557 70.557 70.557 70.55	179.414.500 adjustrees 1.201.620 2.879.820 4.840.854 2.879.820 4.840.854 5.300.620 5.300.620 5.300.620 5.300.620 4.400.854 4.356.80	100 100 100 100 100 100 100 100 100 100
Vitraekov (NOW) 1.4.1.b Rase (untreast det NFR Code 1.4.1.b ii - Light Day Velacies (LTM)	alh for 2005 Fuel Gassiine Diesel Oil	Exes 5	0 18.497 2.180.595 2.180.595 12.257 20.066 35.276 225.220 160.537 226.526 2.176 2.176 2.176 2.176 2.176 2.176 2.176 3.077 11.355 2.176 4.057 11.355 2.176 4.057 1.568 5.77 1.578	0 18.67% 2.080,955 2.080,955 2.080,955 2.080,955 2.050,957	ň の	89,66 215,85 215,85 215,85 215,85 215,86 225,56 225,56 2225,56 2225,56 2225,57 201,78,77 201,76 201,70 201,	184,45 133,46 133,46 133,46 133,46 134,46	1985. 385 Factor difference in [N] 50% 1998.	1.4568.556 4031.758.266 4031	2011.139.452 MO, Endi mel[anter] mel[anter] mel[anter] T.362.486 3.063.386 1.869.078 2.825.196 2.013.299.621 3.043.386 1.040.332 7.04.462 2.017.480 5.957.433 10.065.228 7.74.4422.184 199.582.2482 157.680.977 44.422.184 199.582.248 157.680.97 144.429.184 157.680.97 157.680.97 157.680.97 157.680.97 157.680.97 157.680.97 157.680.97 157.680.97 157.680.97 157.745.98 10.021.22 2.05 11.2271.26 11.2271.26 11.2272.260 1	179.414.500 adjuates at 1.201.622 1.201.622 1.201.625 2.479.825 1.201.625 2.495.925 2.306.625 2.306.625 2.306.625 2.306.625 1.406.6	100 100 100 100 100 100 100 100 100 100
Mineters (NOW) 1.4.3.b - Real (untreard def NFR Code 1.4.3.b II. Passenger Cars 1.4.3.b II. Light Day Versenger Cars	alh for 2005 Fuel Gassiine Diesel Oil	Exes 5 400% Total 400%	0 18.497 2.180.995 2.180.995 12.460 12.427 20.066 25.200 100.517 20.66 2.562 2.565 2.565 2.565 2.575 2.776 2.776 3.878 2.776 3.878 2.776 3.878 3.5788 3.5788 3.5788 3.5788 3.5788 3.5788 3.5788 3.5788 3.57	0 18.67% Data 2.169.093 24 2.169.093 24 2.169.093 24 2.15.24 2.15.24 2.15.24 2.15.24 2.15.24 2.15.24 2.15.24 2.15.24 2.25.25 2.25.754 2.25.25 2.25.754 2.25.25.25 2.25.25.25 2.25.25.25 2.25.25.25.25.25.25.25.25.25.25.25.25.25	ň 6 6 6 6 6 6 6 6 6 6 7	89,66 215,85 215,85 215,85 215,85 225,58 225,58 225,58 225,58 225,58 225,58 225,59 264,29 269,29 415,17 4113,37 227,30 245,81 445,89 204,83 112,86 25,04 415,95 204,83 112,86 25,04 415,95 204,83 112,86 25,04 415,95 204,83 112,86 25,04 415,95 204,83 112,86 25,04 415,95 204,83 112,86 25,04 415,95 204,83 112,86 25,04 415,95 204,83 112,86 25,04 415,95 204,83 112,86 25,04 415,95 204,83 112,86 25,04 25,34 112,96 25,34 112,96 25,34 112,96 25,34 112,96 25,34 112,96 25,34 112,96 25,34 112,96 25,34 112,96 25,34 112,96 25,34 112,96 25,34 113,96 25,34 112,96 112,96 112,96 112,96 112,96 112,96 112,96 112,96 112,96 112,96 112,96 112,96 112,96 112,96 112,96 112,9	184,65 133,69 40 Drelinities adjurade 40 Drelinities 40 D	1985. 385 385 385 385 385 385 385 385	1.4698.598 403.198.296 403.198.296 403.198.296 403.198.296 403.198.296 403.198.296 403.191.20 40.991.20 20.191.20 40.991.20 20.191.20 40.991.20 20.391.20 40.991.20 20.391.20 40.991.20 20.391.20 40.991.20 20.391.20 20.395.400 20.391.20 20.395.400 20.391.20 20.395.400 20.391.20 20.395.400 20.391.20 20.395.400 20.391.20 20.395.400 20.391.20 20.395.400 20.391.20 20.395.400 20.391.20 20.395.400 20.391.20 20.391.20 20.391.20 20.391.20 20.391.20 20.391.20 20.391.20 20.391.20 20.391.20 20.391.20 20.391.20 20.391.20 20.391.20 20.391.20 20.391.20 20.491.20 20.	2011.139.652 adjamed is pagi 7.342.660 3.043.340 1.868.078 2.825.166 3.043.340 1.868.078 2.825.166 3.043.340 1.040.312 3.043.340 1.044.340 1.044.340 1.044.340 1.044.340 1.054.340 2.017.440 5.957.453 3.054.356 2.017.440 5.957.453 3.059.621 3.059.6	1/19.414.200 adjustment 1 201 222 1 201 222 1 201 222 2 870 802 5 308 623 5	198 198 198 198 198 198 198 198 198 198
Vitraekov (NOW) 1.4.1.b Rase (untreast det NFR Code 1.4.1.b ii - Light Day Velacies (LTM)	e la for 2025 Feel Gazaline Densel Dil Densel Dil	Exes 5	0 18.497 2.180.595 2.180.595 12.257 20.066 35.276 225.220 160.537 226.526 2.176 2.176 2.176 2.176 2.176 2.176 2.176 3.077 11.355 2.176 4.057 11.355 2.176 4.057 1.568 5.77 1.578	0 18.67% 2.080,955 2.080,955 2.080,955 2.080,955 2.050,957	ň の	89,66 215,85 215,85 215,85 215,85 215,86 225,56 225,56 2225,56 2225,56 2225,57 201,78,77 201,76 201,70 201,	184,45 133,46 133,46 133,46 133,46 134,46	1985. 385 Factor difference in [N] 50% 1976 1977 1976 197	1.4568.556 4031.758.266 4031	2011.139.452 MO, Endi mel[anter] mel[anter] mel[anter] T.362.486 3.063.386 1.869.078 2.825.196 2.013.299.621 3.043.386 1.040.332 7.04.462 2.017.480 5.957.433 10.065.228 7.74.4422.184 199.582.2482 157.680.977 44.422.184 199.582.248 157.680.97 144.429.184 157.680.97 157.680.97 157.680.97 157.680.97 157.680.97 157.680.97 157.680.97 157.680.97 157.680.97 157.745.98 10.021.22 2.05 11.2271.26 11.2271.26 11.2272.260 1	179.414.500 adjuates at 1.201.622 1.201.622 1.201.625 2.479.825 1.484.694 2.479.825 1.484.694 2.479.825 1.484.694 1.484.694 1.484.694 1.435.685 1.445.685.685 1.445.685 1.445.685 1.445.685 1.4	999 994 994 994 995 995 995 995 995 995
Vitinetium 1.4.3.b - Roam 1.4.3.b - Roam 1.4.3.b - Roam Francesson Care 1.4.3.b - I Parameterson Care 1.4.3.b - I Parameterson Viticological I.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1	e la for 2025 Feel Gazaline Densel Dil Densel Dil	Euro 5 WXW Total Total Euro 1 Euro 1 Euro 2 Euro 3 Euro 4 Euro 5 Euro 6 Euro 7 Euro 7 Euro 8 Euro 9 Euro 1 Euro 9 Euro 1 Euro 2 Euro 3 Euro 4 Euro 5 Gonoline total Euro 1	0 18.497 2.180.595 2.180.595 12.257 20.066 35.276 20.520 100.537 226.520 100.537 226.520 100.537 226.520 100.537 226.526 35.276 35.276 35.276 35.276 35.275 100.537 225.520 100.520 225.520 225.520 225.52	0 0 18.677 18.675 19.655 19.655 19.655 19.655 19.655 20.557 20.555 20.557 20.555 20.557		89,66 215,85 215,85 215,85 215,85 225,56 2225,56 2225,56 2225,56 2225,57 242,57	184,45 133,46 133,46 133,46 133,46 134,46 134,46 135,26 134,46 135,26 134,46 135,26 134,46 135,26 134,46 135,26 135,27 134,47 135,26 135,27	1985. 385. 586. 587. 588. 589. 589. 599. 509.	1.4668.566 403.758.266 403.758.266 403.758.266 403.758.266 403.758.266 403.758.266 403.758.266 20.370.400 40.510.000 2.577.840 40.557.260 20.370.7580 40.567.540 20.370.7580 40.567.540 20.370.7580 40.567.540 20.370.7580 40.567.540 20.370.256 40.577.840 20.370.256 40.577.840 20.370.256 40.577.840 20.370.256 40.577.840 20.355.256 20.370.256 40.577.940 4	2011.139.452 MO, Endi meljamar ini pagi meljamar ini pagi T. 302.486 3.043.348 1.043.248 1.043.248 1.044.248 1.044.24 1.	179.414.500 adjuates of 1.201.620 2.471.040 2.471.040 2.471.040 2.471.040 2.471.040 2.471.040 2.471.040 2.471.040 2.471.040 2.471.040 2.471.040 2.471.040 2.471.040 2.470.0	199 199 199 199 199 199 199 199 199 199
Vitinetium 1.4.3.b - Roam 1.4.3.b - Roam 1.4.3.b - Roam Francesson Care 1.4.3.b - I Parameterson Care 1.4.3.b - I Parameterson Viticological I.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1	En for 2025 Feel Casaline Densi Di Densi Di	Exes 5	0 18.497 2.180.995 2.180.995 12.460 12.427 20.066 25.520 160.537 266.556 2.556 2.556 2.576 2.756 2.756 2.756 2.756 3.5778 3.5079 111.355 3.5079 3	0 18.67% Data 2.169.095 20 2.169.095 20 2.151 21 2.152 20 2.052 21 2.152 21	ボ	99,66 915,85 215,85 215,85 215,85 215,85 225,84 225,84 225,84 225,84 225,84 225,84 225,84 225,84 225,84 225,84 225,84 245,85 206	184,45 133,46 133,46 133,46 133,46 133,46 134,46 134,46 145,46 145,46 145,46 145,46 145,46 145,46 145,46 145,46 145,46 145,46 145,46 145,46 155,45 154,45 154,46 155,45 154,45 154,46 155,45 154,45 154,46 155,45 154,45 154,46 155,45 154,45 155,45 154,45 155,45 154,45 155,45 154,45 155,45 154,45 155,45 154,45 155,45 154,45 155,45 154,45 155,45 154,45 155,45 154,45 155,45 154,45 155,45 154,45 155,45 154,45 155,45 154,45 155,45 154,45 155,45 154,45 155,45	1985. 385 286 286 286 286 286 286 286 286	1.4668.566 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.278 40.458.265 20.310.25 41.969.278 20.310.25 41.969.278 20.310.25 41.969.278 20.310.25 41.969.278 20.310.25 41.969.278 20.310.25 41.969.278 20.310.25 41.969.278 20.310.25 20.456.089 20.310.25 20.456.089 20.310.25 20.456.089 20.310.25 20.456.089 20.310.25 21.456.089 21.450.25 21.450	2011.139.459 adjamed in Fig1 7.362.466 3.063.361 1.868.078 2.825.168 1.000.372 2.825.168 1.000.372 2.825.168 2	179.418.200 adjustress 1.201.820 2.871.822 3.981.954 3.981.954 4.981.954 4.981.954 4.981.954 4.982.855 4.972.85	198 198 198 198 198 198 198 198
Villaekov (NOW) 1A.3.b. Rass (untreart det NFR Code 1A.3.b II. Passenger Cars 1A.3.b II. Passenger Cars 1A.3.b II. Newy Daty Velocke Beren	En for 2025 Feel Casaline Densi Di Densi Di	Euro 5 WXW Total Total Euro 1 Euro 1 Euro 2 Euro 3 Euro 4 Euro 5 Euro 6 Euro 7 Euro 7 Euro 8 Euro 9 Euro 1 Euro 9 Euro 1 Euro 2 Euro 3 Euro 4 Euro 5 Gonoline total Euro 1	0 18.497 2.180.595 2.180.595 12.257 20.066 35.276 20.520 100.537 226.520 100.537 226.520 100.537 226.520 100.537 226.526 35.276 35.276 35.276 35.276 35.275 100.537 225.520 100.520 225.520 225.520 225.52	0 0 18.677 18.675 19.655 19.655 19.655 19.655 19.655 20.557 20.555 20.557 20.555 20.557		89,66 215,85 215,85 215,85 215,85 225,56 2225,56 2225,56 2225,56 2225,57 242,57	184,45 133,46 133,46 133,46 133,46 134,46 134,46 135,26 134,46 135,26 134,46 135,26 134,46 135,26 134,46 135,26 135,27 134,47 135,26 135,27	1985. 385. 586. 587. 588. 589. 589. 599. 509.	1.4668.566 403.758.266 403.758.266 403.758.266 403.758.266 403.758.266 403.758.266 403.758.266 20.370.400 40.510.000 2.577.840 40.557.260 20.370.7580 40.567.540 20.370.7580 40.567.540 20.370.7580 40.567.540 20.370.7580 40.567.540 20.370.256 40.577.840 20.370.256 40.577.840 20.370.256 40.577.840 20.370.256 40.577.840 20.355.256 20.370.256 40.577.940 4	2011.139.452 MO, Endi meljamar ini pagi meljamar ini pagi T. 302.486 3.043.348 1.043.248 1.043.248 1.044.248 1.044.24 1.	179.414.500 adjuates of 1.201.620 2.471.040 2.471.040 2.471.040 2.471.040 2.471.040 2.471.040 2.471.040 2.471.040 2.471.040 2.471.040 2.471.040 2.471.040 2.471.040 2.470.0	19 19 19 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10
Mineseines M	En for 2025 Feel Casaline Densi Di Densi Di	Euro 5 WWW Total Total Euro 1 Euro 1 Euro 2 Euro 3 Euro 4 Euro 5 Euro 6 Euro 7 Euro 7 Euro 8 Euro 8 Euro 9 Euro 9 Euro 9 Euro 9 Euro 9 Euro 1 Euro 1 Euro 2 Euro 3 Euro 4 Euro 5 Euro 6 Euro 7 Euro 7 Euro 8 Euro 9 Euro 1 Euro 2 Euro 3 Euro 1 Euro 1 Euro 2 Euro 2 Euro 3 Euro 1 Euro 1 Euro 1	0 18.497 2.180.595 12.180 2.180.595 12.247 20.086 225.220 180.537 226.636 2.255 2.255 180.537 2.255 2.255 180.537 2.255 2.255 1.135 2.2555 2.25555 2.25555 2.2555 2.25555 2.2555 2.2555 2.2555 2.2555 2.2	0 0 1.60% 2.60% 2.60% 2.60% 2.60% 2.60% 2.75% 2.75% 2.60% 2.75% 2.		89,66 215,85 215,85 215,85 215,85 215,85 215,85 225,56 225,56 225,57 245,87 245,87 245,87 245,86 25,22 245,86 25,24 245,86 25,26	184,45 133,46 133,46 133,46 133,46 134,46 134,46 135,26	1985. 385. 586. 587. 588. 589. 589. 589. 599. 509.	1.4668.566 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 403.158.266 20.310.125 5.25.000 913.186 20.310.125 5.25.000 913.186 20.310.125 5.25.000 913.186 20.310.125 5.25.000 913.186 20.310.125 5.25.000 913.186 20.310.125 5.25.000 913.186 20.310.125 5.25.000 913.186 20.310.125 5.25.000 913.186 20.310.125 5.25.000 913.186 913.186 20.310.125 5.25.000 913.186 915	2011.139.452 MO, Erabi meljamen meljame	. 179.418.200 . 1.201 822 . 1.201 822 . 1.201 822 . 1.201 822 . 1.201 822 . 1.201 822 . 2.87 50 . 1.201 825 . 2.87 50 . 1.201 825 . 2.201	19 19 19 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10
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REVISION OF ADJUSTMENT PROPOSAL COMPARED TO SUBMISSIONS 2014 to 2019

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Adjustment 2014 (accepted)	-105.6	-101.3	-95.7	-91.7						
Adjustment 2015 (accepted)	-100.3	-95.5	-89.9	-85.1						
Adjustment 2016 (accepted)	-151.3	-146.9	-145.1	-142.5	-128.1					
Adjustment 2017 (accepted)	-151.3	-146.8	-145.0	-142.4	-127.2	-100.9				
Adjustment 2018 (accepted)	-172.3	-174.5	-177.4	-180.4	-171.5	-148.9	-123.2			
Adjustment 2019 (accepted)	-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)										
Change against Adjustment 2020										

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".⁸⁾

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 > 9 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 current adjustment proposal differs *significantly* from the adjustment applied for and accepted in 2019.

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

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