

# Adjustment DE-A regarding NO<sub>x</sub> 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<sub>x</sub> (IIASA, 1999) <sup>1)</sup>. The over-all 2010 national emission ceiling (NEC) for NO<sub>x</sub> was set to 1,081 kt. When negotiating the EU NEC Directive two years later, Germany agreed to reduce its NO<sub>x</sub> emissions further, resulting in a NEC of 1,051 kt.

In its 2016 NEC emissions reporting, Germany provided a national total for NO<sub>x</sub>, 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) <sup>2), 3)</sup> was agreed. This procedure is applicable also for existing NECs (EB, 2012b) <sup>4)</sup>.

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<sub>x</sub> 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) <sup>5)</sup>. 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<sub>x</sub> emissions for four selected countries (Germany, France, Netherlands and Belgium) and found higher NO<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub>. However, as changes in AD are no valid adjustment reason, the latter value is for information only.

This was mainly due to: \* NO<sub>x</sub> “artificial” current emissions = virtual current emissions assuming no changes in emission factors 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<sub>x</sub> ceilings for road transport is due to:

### Changes in methodology and emission factors

As these technologically driven changes (as reflected in the evolution of the different so-called Euro norms) 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 (Germany: stronger dieselisation 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<sub>x</sub> 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<sup>1</sup>**

<sup>1</sup> “artificial” current emissions = virtual current emissions assuming no changes in emission factors



$$\begin{aligned} EM_{\text{adjustment}} &= AD_{\text{current}} * EF_{\text{current}} - AD_{\text{current}} * EF_{\text{original}} \\ &= AD_{\text{current}} * (EF_{\text{current}} - EF_{\text{original}}) \\ &= EM_{\text{current}} - EM_{\text{current "artificial"}} \end{aligned}$$

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<sub>x</sub> 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 then, 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 compiling 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 (2021).

Unfortunately, the oldest TREMOD version available for such comparison is TREMOD 3.1 from 2002 <sup>6)</sup>, including the following set of NO<sub>x</sub> 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 technological 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 therefore be considered conservative.

## THE COMPARISON

### Application of the original NO<sub>x</sub> 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<sub>x</sub> 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 6.12 (Knörr et al., 2021a) <sup>7)</sup>.

### 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<sub>x</sub> 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
<b>proposed adjustment</b>	<b>-296.1</b>	<b>-300.7</b>	<b>-300.4</b>	<b>-305.2</b>	<b>-294.9</b>	<b>-274.9</b>	<b>-250.9</b>	<b>-221.1</b>	<b>-179.6</b>	<b>-144.8</b>

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

#### **Activity Data**

- **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<sub>x</sub> 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

Adjustment overview for years 2010 to 2019

NFR Code	Fuel	Year	Activity Data			Implied Emission Factor			NO <sub>x</sub> Emissions			
			current	adjusted	difference	current	adjusted	difference	current	adjusted	adjustment	difference
			in [TJ]	in [TJ]	in [%]	in [kg/TJ]	in [%]	in [%]	in [kg]	in [kg]	in [%]	in [%]
1.A.3.b.i	gasoline		795.957	795.957	0%	97.55	84.99	-13%	77.64.842	67.690.906	9.993.935	-13%
1.A.3.b.i	diesel oil		629.380	629.380	0%	429.45	160.51	-63%	227.341.096	84.970.461	142.376.635	-63%
1.A.3.b.ii	gasoline		6.325	6.325	0%	255.87	214.75	-16%	1.618.432	1.358.328	260.104	-16%
1.A.3.b.ii	diesel oil		113.450	113.450	0%	476.34	134.96	-72%	54.040.533	15.311.584	38.728.949	-72%
1.A.3.b.iii	diesel oil		48.844	48.844	0%	823.00	482.55	-23%	29.931.266	23.183.732	6.747.534	-23%
1.A.3.b.iii	diesel oil		566.741	566.741	0%	446.67	271.83	-39%	253.148.243	154.056.160	99.092.083	-39%
1.A.3.b.iv	gasoline		19.712	19.712	0%	113.68	168.43	48%	2.240.749	3.320.034	-1.079.285	48%
1.A.3.b TOTAL	2010		2.079.608	2.079.608	0%			0%	645.965.162	349.851.206	296.113.956	-46%
1.A.3.b.i	gasoline		794.688	794.688	0%	92.09	81.61	-11%	73.185.851	64.851.951	8.333.900	-11%
1.A.3.b.i	diesel oil		553.564	553.564	0%	434.12	159.22	-63%	240.313.791	88.138.959	152.174.832	-63%
1.A.3.b.ii	gasoline		6.118	6.118	0%	229.35	198.57	-13%	1.403.081	1.214.776	188.305	-13%
1.A.3.b.ii	diesel oil		115.967	115.967	0%	481.55	126.92	-74%	55.844.518	14.718.142	41.126.376	-74%
1.A.3.b.iii	diesel oil		47.355	47.355	0%	592.65	448.99	-24%	28.071.221	21.268.323	6.804.898	-24%
1.A.3.b.iii	diesel oil		563.891	563.891	0%	410.38	244.97	-40%	231.410.271	138.135.342	93.273.929	-40%
1.A.3.b.iv	gasoline		19.289	19.289	0%	110.79	171.60	54%	2.137.002	3.299.162	-1.162.160	54%
1.A.3.b TOTAL	2011		2.100.883	2.100.883	0%			0%	632.365.736	331.625.655	300.740.081	-48%
1.A.3.b.i	gasoline		750.957	750.957	0%	85.73	78.00	-9%	64.379.994	58.677.229	5.802.765	-9%
1.A.3.b.i	diesel oil		555.245	555.245	0%	435.96	158.66	-64%	242.062.902	88.096.699	153.966.203	-64%
1.A.3.b.ii	gasoline		5.657	5.657	0%	218.93	193.15	-12%	1.238.520	1.092.662	145.859	-12%
1.A.3.b.ii	diesel oil		114.350	114.350	0%	481.91	128.17	-75%	55.106.362	13.741.354	41.365.008	-75%
1.A.3.b.iii	diesel oil		50.902	50.902	0%	533.22	384.33	-28%	27.141.913	19.563.200	7.578.704	-28%
1.A.3.b.iii	diesel oil		589.585	589.585	0%	381.33	224.00	-41%	234.829.180	132.064.753	92.764.428	-41%
1.A.3.b.iv	gasoline		18.268	18.268	0%	107.43	173.28	61%	1.962.546	3.165.439	-1.202.893	61%
1.A.3.b TOTAL	2012		2.084.964	2.084.964	0%			0%	616.721.438	316.391.343	300.420.094	-49%
1.A.3.b.i	gasoline		749.114	749.114	0%	89.35	74.85	-7%	60.190.007	56.071.797	4.118.211	-7%
1.A.3.b.i	diesel oil		589.131	589.131	0%	437.14	158.71	-64%	257.633.728	93.499.010	164.134.718	-64%
1.A.3.b.ii	gasoline		5.578	5.578	0%	202.80	184.07	-9%	1.131.209	1.026.727	104.482	-9%
1.A.3.b.ii	diesel oil		118.777	118.777	0%	480.60	114.93	-76%	57.083.533	13.690.488	43.433.045	-76%
1.A.3.b.iii	diesel oil		51.716	51.716	0%	509.64	260.06	-29%	26.350.969	18.620.843	7.730.126	-29%
1.A.3.b.iii	diesel oil		600.139	600.139	0%	353.06	287.93	-41%	211.887.531	124.788.469	87.099.062	-41%
1.A.3.b.iv	gasoline		18.229	18.229	0%	104.34	175.30	68%	1.902.068	3.197.038	-1.294.951	68%
1.A.3.b TOTAL	2013		2.132.683	2.132.683	0%			0%	616.079.063	316.854.371	300.224.692	-50%
1.A.3.b.i	gasoline		752.526	752.526	0%	76.03	73.09	-4%	57.215.533	54.988.921	2.216.612	-4%
1.A.3.b.i	diesel oil		626.845	626.845	0%	435.87	159.12	-63%	272.876.061	95.613.892	173.262.169	-63%
1.A.3.b.ii	gasoline		5.845	5.845	0%	190.34	176.49	-7%	1.112.584	1.031.612	80.972	-7%
1.A.3.b.ii	diesel oil		128.578	128.578	0%	475.56	110.96	-77%	61.546.575	14.267.237	46.879.338	-77%
1.A.3.b.iii	diesel oil		49.143	49.143	0%	468.37	339.99	-27%	23.017.115	16.708.234	6.308.881	-27%
1.A.3.b.iii	diesel oil		572.754	572.754	0%	314.05	196.05	-38%	179.874.133	112.285.582	67.588.551	-38%
1.A.3.b.iv	gasoline		18.673	18.673	0%	100.59	179.24	78%	1.878.294	3.345.794	-1.467.499	78%
1.A.3.b TOTAL	2014		2.153.563	2.153.563	0%			0%	597.120.297	302.252.271	294.868.025	-49%
1.A.3.b.i	gasoline		715.156	715.156	0%	74.30	71.73	-4%	53.190.787	51.300.983	1.889.805	-4%
1.A.3.b.i	diesel oil		645.555	645.555	0%	426.19	159.80	-63%	275.130.233	103.163.501	171.966.732	-63%
1.A.3.b.ii	gasoline		5.793	5.793	0%	187.12	172.80	-8%	1.083.927	1.000.999	82.928	-8%
1.A.3.b.ii	diesel oil		135.386	135.386	0%	489.35	187.96	-77%	63.605.443	14.607.490	48.997.953	-77%
1.A.3.b.iii	diesel oil		52.287	52.287	0%	458.96	327.99	-29%	23.997.817	17.149.448	6.848.370	-29%
1.A.3.b.iii	diesel oil		589.411	589.411	0%	266.69	187.51	-30%	157.189.675	110.620.703	46.568.973	-30%
1.A.3.b.iv	gasoline		18.459	18.459	0%	99.32	180.65	82%	1.833.362	3.334.472	-1.501.090	82%
1.A.3.b TOTAL	2015		2.161.976	2.161.976	0%			0%	575.931.265	301.877.596	274.053.670	-48%
1.A.3.b.i	gasoline		715.272	715.272	0%	79.93	76.65	-4%	50.736.367	50.535.049	201.318	0%
1.A.3.b.i	diesel oil		675.119	675.119	0%	410.36	160.76	-61%	277.041.660	108.535.230	168.506.430	-61%
1.A.3.b.ii	gasoline		5.926	5.926	0%	180.27	171.05	-5%	1.068.292	1.013.678	54.614	-5%
1.A.3.b.ii	diesel oil		144.068	144.068	0%	456.12	185.62	-77%	65.712.732	15.216.007	50.496.725	-77%
1.A.3.b.iii	diesel oil		54.157	54.157	0%	424.73	388.24	-27%	23.002.109	16.683.117	6.308.992	-27%
1.A.3.b.iii	diesel oil		594.013	594.013	0%	226.31	180.97	-20%	134.431.699	107.496.262	26.935.437	-20%
1.A.3.b.iv	gasoline		18.785	18.785	0%	95.14	181.66	89%	1.805.897	3.412.476	-1.606.579	89%
1.A.3.b TOTAL	2016		2.207.339	2.207.339	0%			0%	553.790.558	302.901.820	250.897.738	-45%
1.A.3.b.i	gasoline		724.571	724.571	0%	67.66	69.88	3%	49.026.074	50.634.714	-1.607.640	3%
1.A.3.b.i	diesel oil		696.592	696.592	0%	390.65	161.95	-59%	272.126.091	112.810.721	159.315.370	-59%
1.A.3.b.ii	gasoline		6.186	6.186	0%	171.15	167.18	-2%	1.058.799	1.034.211	24.588	-2%
1.A.3.b.ii	diesel oil		153.284	153.284	0%	424.66	183.89	-76%	65.093.930	15.925.216	49.168.714	-76%
1.A.3.b.iii	diesel oil		53.382	53.382	0%	379.80	286.71	-23%	19.793.901	15.304.828	4.489.073	-23%
1.A.3.b.iii	diesel oil		596.263	596.263	0%	195.02	175.92	-10%	116.671.141	106.246.508	11.424.633	-10%
1.A.3.b.iv	gasoline		19.160	19.160	0%	92.83	183.39	98%	1.778.674	3.513.787	-1.735.114	98%
1.A.3.b TOTAL	2017		2.251.437	2.251.437	0%			0%	525.549.410	304.469.986	221.079.424	-42%
1.A.3.b.i	gasoline		699.027	699.027	0%	64.42	68.36	6%	45.032.996	47.786.817	-2.753.820	6%
1.A.3.b.i	diesel oil		666.074	666.074	0%	371.66	163.30	-56%	247.556.063	108.768.604	138.787.459	-56%
1.A.3.b.ii	gasoline		6.315	6.315	0%	158.22	160.11	1%	999.199	1.011.138	-11.939	1%
1.A.3.b.ii	diesel oil		154.259	154.259	0%	384.71	182.69	-73%	59.344.525	15.840.310	43.504.215	-73%
1.A.3.b.iii	diesel oil		51.634	51.634	0%	309.75	263.53	-15%	15.993.526	13.607.106	2.386.420	-15%
1.A.3.b.iii	diesel oil		585.186	585.186	0%	171.18	172.10	1%	180.173.337	180.710.869	-537.532	1%
1.A.3.b.iv	gasoline		18.497	18.497	0%	89.66	184.61	106%	1.658.568	3.414.767	-1.756.209	106%
1.A.3.b TOTAL	2018		2.180.993	2.180.993	0%			0%	478.758.206	291.139.612	179.618.593	-38%
1.A.3.b.i	gasoline		704.691	704.691	0%	62.30	68.45	10%	43.901.941	48.238.025	-4.336.084	10%
1.A.3.b.i	diesel oil		663.841	663.841	0%	345.81	165.07	-52%	229.566.088	109.582.982	119.983.106	-52%
1.A.3.b.ii	gasoline		6.683	6.683	0%	146.08	153.25	5%	976.219	1.034.150	-57.931	5%
1.A.3.b.ii	diesel oil		159.183	159.183	0%	347.42	181.90	-71%	55.303.535	16.221.445	39.082.090	-71%
1.A.3.b.iii	diesel oil		52.939	52.939	0%	274.41	247.81	-10%	14.527.012	13.118.578	1.408.434	-10%
1.A.3.b.iii	diesel oil		595.913	595.913	0%	153.35	169.17	10%	91.380.760	106.809.376	-15.428.616	10%
1.A.3.b.iv	gasoline		18.750	18.750	0%	86.05	186.83	117%	1.613.450	3.502.941	-1.889.491	117%
1.A.3.b TOTAL	2019		2.202.880	2.202.880	0%			0%	437.268.744	292.497.697	144.771.048	-33%

Adjustment details for 2020												
NFR Code	Fuel	Activity Data			Implied Emission Factor			NO <sub>x</sub> Emissions				
		current	adjusted	difference	current	adjusted	difference	current	adjusted	adjustment	difference	
		in [t]	in [t]	in [%]	in [g/t]	in [g/t]	in [%]	in [kg]	in [kg]	in [kg]	in [kg]	
1.A.3.a.i. Passenger Cars	Gasoline	pre-Cars	13.686	13.686	0%	584.75	514.25	-12%	7.955.060	6.986.917	-958.143	-12%
		Car 1	36.541	36.541	0%	338.50	297.71	-10%	25.915.925	10.189.262	-7.716.663	-30%
		Car 2	96.425	96.425	0%	172.95	135.63	-22%	16.580.020	13.020.026	-3.588.995	-22%
		Car 3	133.139	133.139	0%	58.51	70.18	20%	7.790.384	9.343.433	1.553.129	20%
		Car 4	444.991	444.991	0%	42.27	42.19	0%	18.911.389	18.773.529	-37.859	0%
		Car 5	31.234	31.234	0%	18.61	42.19	127%	581.142	1.317.737	736.595	127%
		Car 6	0	0	0%	25.08	42.19	67%	2	3	1	67%
		Gasoline total	795.957	795.957	0%	592.55	514.25	-13%	77.644.842	67.650.986	-9.993.856	-13%
	Diesel Oil	pre-Cars	1.915	1.915	0%	318.13	264.95	-15%	383.760	327.256	-56.504	-15%
		Car 1	10.338	10.338	0%	264.92	265.17	+1%	3.066.428	2.741.387	-325.121	-11%
		Car 2	50.088	50.088	0%	406.90	278.19	-40%	29.372.795	10.974.230	-18.398.564	-63%
		Car 3	134.025	134.025	0%	542.94	178.54	-67%	72.648.173	23.929.276	-48.718.957	-67%
		Car 4	279.154	279.154	0%	304.37	140.58	-53%	187.299.180	39.243.811	-148.055.349	-80%
		Car 5	53.547	53.547	0%	434.70	140.58	-68%	23.276.735	7.527.796	-15.748.929	-68%
		Car 6	334	334	0%	257.62	140.58	-45%	85.044	46.553	-38.491	-45%
		Diesel oil total	529.380	529.380	0%	429.45	140.55	-67%	227.347.096	84.970.461	-142.376.635	-63%
	Pkx Total	1.325.337	1.325.337	0%	238.12	155.14	-36%	364.985.938	152.621.367	-152.364.570	-42%	
	Gasoline	pre-Cars	1.249	1.249	0%	627.99	645.95	+1%	783.320	886.871	233.551	29%
		Car 1	367	367	0%	961.95	297.39	-69%	386.969	186.620	-208.358	-54%
		Car 2	1.393	1.393	0%	264.75	184.41	-30%	368.840	256.917	-111.931	-30%
		Car 3	856	856	0%	82.47	90.83	10%	70.631	77.625	6.994	10%
		Car 4	2.420	2.420	0%	36.32	44.90	24%	87.987	188.679	28.772	33%
		Car 5	49	49	0%	15.34	44.90	193%	750	2.218	1.468	193%
		Car 6	0	0	0%	0%	0%	0	0	0	0%	
		Gasoline total	6.345	6.345	0%	255.87	254.75	-5%	1.478.832	1.358.128	-120.704	-8%
Diesel Oil	pre-Cars	4.876	4.876	0%	425.99	386.79	-9%	2.077.142	1.436.983	-640.239	-31%	
	Car 1	9.989	9.989	0%	399.59	276.24	-30%	2.389.088	1.289.636	-1.099.452	-46%	
	Car 2	13.126	13.126	0%	336.76	153.18	-54%	4.420.380	2.534.731	-1.885.629	-43%	
	Car 3	33.249	33.249	0%	531.91	150.58	-72%	17.655.883	5.085.760	-12.569.123	-71%	
	Car 4	54.581	54.581	0%	491.42	80.69	-84%	26.021.036	4.040.722	-21.980.314	-84%	
	Car 5	1.629	1.629	0%	427.50	80.69	-79%	696.296	144.434	-551.772	-79%	
	Car 6	0	0	0%	15.73	80.69	45%	7	4	-3	-45%	
	Diesel oil total	113.450	113.450	0%	416.34	134.96	-72%	54.043.533	15.351.584	-38.691.949	-72%	
LDVs total	119.175	119.175	0%	464.70	139.18	-70%	55.658.966	36.685.913	-18.973.053	-34%		
1.A.3.b.ii. Heavy Duty Vehicles (HDVs)	Diesel Oil	pre-Cars	3.382	3.382	0%	1098.25	1028.78	-6%	3.674.087	3.452.644	-221.423	-6%
		Car 1	2.826	2.826	0%	749.41	732.14	-2%	2.117.871	2.125.595	7.723	0%
		Car 2	10.152	10.152	0%	801.96	643.47	-20%	8.140.119	6.532.213	-1.607.906	-20%
		Car 3	15.890	15.890	0%	633.22	437.25	-30%	13.065.776	7.289.299	-5.776.477	-44%
		Car 4	5.461	5.461	0%	448.63	351.65	-22%	2.650.016	1.501.527	-1.148.489	-43%
		Car 5	10.326	10.326	0%	337.28	182.33	-46%	3.882.417	1.882.544	-1.999.873	-51%
		Car 6	0	0	0%	0%	0%	0	0	0	0%	
		Diesel Total	48.044	48.044	0%	623.80	482.55	-23%	29.931.266	23.183.732	-6.747.534	-23%
1.A.3.b.iii. Heavy Duty Vehicles (HDVs)	Diesel Oil	pre-Cars	10.185	10.185	0%	1040.16	787.37	-25%	10.510.623	7.754.138	-2.756.485	-26%
		Car 1	5.677	5.677	0%	758.59	575.55	-24%	4.261.383	3.287.681	-973.702	-23%
		Car 2	38.558	38.558	0%	817.62	524.79	-35%	31.525.526	20.234.619	-11.290.907	-36%
		Car 3	169.023	169.023	0%	636.28	274.48	-57%	161.136.182	59.617.271	-101.518.911	-63%
		Car 4	69.636	69.636	0%	368.34	280.62	-24%	27.183.867	20.146.636	-7.037.231	-26%
		Car 5	283.934	283.934	0%	276.42	151.65	-45%	78.643.643	43.115.897	-35.527.746	-45%
		Car 6	0	0	0%	0%	0%	0	0	0	0%	
		Trucks Total	566.141	566.141	0%	446.67	271.83	-39%	293.148.243	154.696.160	-138.452.083	-39%
1.A.3.b.iv. Motorized Two-Wheelers (M2Ws)	Gasoline	pre-Cars	7.973	7.973	0%	122.80	149.18	22%	972.721	1.189.393	216.672	22%
		Car 1	5.231	5.231	0%	123.77	185.74	51%	647.479	887.039	239.560	37%
		Car 2	3.587	3.587	0%	141.16	184.21	31%	585.362	686.681	101.319	17%
		Car 3	2.950	2.950	0%	38.11	184.21	387%	116.188	657.032	452.844	387%
		Car 4	0	0	0%	0%	0%	0	0	0	0%	
		Car 5	0	0	0%	0%	0%	0	0	0	0%	
		M2Ws total	19.112	19.112	0%	113.68	148.43	48%	2.243.149	3.326.034	1.082.885	48%
		1.A.3.b. Road Transport	Total	2.079.080	2.079.080	0%	318.52	168.23	-46%	645.965.152	349.851.296	-296.113.856



Adjustment details for 2023												
NFR Code	Fuel	Activity Data			Implied Emission Factor			NO <sub>x</sub> Emissions				
		current	adjusted	difference	current	adjusted	difference	current	adjusted	adjustment	difference	
		in [t]			in [g/t]			in [kg]				
		in [%]			in [%]			in [%]				
1.A.3.a.i. Passenger Cars	Gasoline	pre-Euro	11,581	11,581	0%	607.72	635.39	-12%	7,026,041	6,189,785	-836,256	-12%
		Euro 1	47,487	47,487	0%	348.56	341.62	-2%	16,571,746	11,426,129	-5,145,617	-31%
		Euro 2	72,781	72,781	0%	194.27	177.82	-9%	13,487,749	10,039,380	-3,372,369	-25%
		Euro 3	189,443	189,443	0%	63.89	72.62	14%	6,927,963	7,875,172	947,209	14%
		Euro 4	489,541	489,541	0%	45.39	45.13	-1%	18,541,881	18,436,736	-105,145	-1%
		Euro 5	181,961	181,961	0%	18.61	45.13	142%	1,897,355	4,681,311	2,783,956	142%
	Euro 6	282	282	0%	25.06	45.13	74%	7,339	12,736	5,399	74%	
	Gasoline total	790,957	790,957	0%	85.73	78.89	-8%	64,379,964	58,577,229	-5,802,735	-9%	
	Diesel Oil	pre-Euro	1,487	1,487	0%	311.98	284.56	-9%	483,963	383,872	-100,091	-16%
		Euro 1	6,660	6,660	0%	297.79	266.44	-11%	1,980,364	1,771,787	-208,577	-11%
		Euro 2	33,967	33,967	0%	406.82	279.27	-32%	13,987,432	7,445,646	-6,541,787	-48%
		Euro 3	183,539	183,539	0%	564.82	176.63	-69%	58,399,037	18,434,837	-39,964,200	-68%
		Euro 4	234,943	234,943	0%	398.41	146.46	-63%	91,724,190	34,488,997	-57,235,193	-62%
		Euro 5	173,112	173,112	0%	434.89	146.46	-66%	75,284,364	25,353,375	-49,930,989	-66%
Euro 6	1,557	1,557	0%	239.84	146.46	-44%	484,664	220,086	-264,578	-54%		
Diesel oil total	555,245	555,245	0%	415.96	158.66	-62%	242,962,986	88,096,639	-154,866,347	-64%		
FCs Total	1,346,202	1,346,202	0%	234.61	115.29	-51%	386,442,896	146,673,867	-239,769,029	-62%		
1.A.3.a.ii. Light Duty Vehicles (LDVs)	Gasoline	pre-Euro	962	962	0%	632.36	645.95	2%	607,179	621,160	13,981	2%
		Euro 1	232	232	0%	803.24	383.22	-52%	199,985	70,295	-129,690	-60%
		Euro 2	989	989	0%	271.16	195.74	-28%	269,134	133,538	-135,596	-50%
		Euro 3	835	835	0%	89.38	98.33	10%	14,623	82,092	7,469	10%
		Euro 4	2,030	2,030	0%	38.49	47.58	24%	78,155	96,691	18,536	24%
		Euro 5	610	610	0%	16.36	47.58	192%	9,941	29,011	19,069	192%
	Euro 6	0	0	0%	15.37	47.58	210%	2	6	4	210%	
	Gasoline total	5,657	5,657	0%	218.93	193.15	-12%	1,238,520	1,092,662	-145,858	-12%	
	Diesel Oil	pre-Euro	3,281	3,281	0%	424.46	386.79	-9%	1,368,754	1,022,093	-346,661	-25%
		Euro 1	3,666	3,666	0%	398.34	276.24	-31%	1,445,960	1,017,634	-428,326	-29%
		Euro 2	8,479	8,479	0%	336.40	193.39	-42%	2,852,325	1,639,772	-1,212,553	-43%
		Euro 3	23,785	23,785	0%	558.53	150.44	-73%	13,050,281	3,565,082	-9,485,199	-73%
		Euro 4	59,485	59,485	0%	494.22	89.85	-82%	29,369,070	5,337,395	-24,031,675	-82%
		Euro 5	15,964	15,964	0%	442.70	89.85	-80%	7,040,451	1,420,906	-5,619,545	-80%
Euro 6	1	1	0%	15.14	89.85	-81%	122	72	-50	-41%		
Diesel oil total	114,550	114,550	0%	485.91	126.17	-74%	55,186,382	11,741,354	-43,445,028	-74%		
LDVs Total	129,088	129,088	0%	469.51	123.61	-74%	56,344,963	14,834,656	-41,510,307	-74%		
1.A.3.a.iii. Heavy Duty Vehicles (HDVs)	Diesel Oil	pre-Euro	1,326	1,326	0%	1093.46	1919.46	4%	1,410,640	1,352,283	-58,357	-4%
		Euro 1	1,246	1,246	0%	727.34	731.15	1%	1,017,476	1,017,184	-292	-1%
		Euro 2	7,789	7,789	0%	703.46	643.34	-9%	5,085,091	4,597,478	-487,613	-10%
		Euro 3	14,483	14,483	0%	629.94	457.61	-27%	9,073,137	6,689,744	-2,383,393	-27%
		Euro 4	5,331	5,331	0%	468.10	361.86	-23%	2,642,179	1,675,777	-966,402	-37%
		Euro 5	20,752	20,752	0%	347.84	182.99	-47%	7,219,563	3,787,467	-3,432,096	-49%
		Euro 6	73	73	0%	64.52	182.99	284%	3,961	13,296	9,334	236%
		HDVs Total	50,962	50,962	0%	533.22	384.33	-28%	27,141,913	19,965,288	-7,176,625	-27%
1.A.3.a.iii. Heavy Duty Vehicles (HDVs) - Trucks & Lorries	Diesel Oil	pre-Euro	6,922	6,922	0%	1036.95	158.82	-21%	7,107,543	5,252,345	-1,855,198	-26%
		Euro 1	3,630	3,630	0%	743.70	570.57	-24%	2,721,326	2,071,111	-650,215	-24%
		Euro 2	23,577	23,577	0%	818.27	516.43	-37%	19,262,253	12,175,855	-7,086,398	-37%
		Euro 3	96,736	96,736	0%	634.65	370.21	-42%	61,387,137	35,888,665	-25,498,472	-42%
		Euro 4	60,550	60,550	0%	366.50	288.44	-21%	19,962,680	14,680,877	-5,281,723	-27%
		Euro 5	485,981	485,981	0%	261.24	152.32	-42%	116,149,955	61,626,577	-54,523,378	-47%
		Euro 6	2,380	2,380	0%	188.487	360.323	191%	188,487	360,323	171,836	223%
		Trucks Total	589,585	589,585	0%	385.33	224.69	-41%	224,829,180	132,064,153	-92,765,027	-41%
1.A.3.b. iv. Motorised Two-Wheelers (MOWs)	Gasoline	pre-Euro	6,780	6,780	0%	122.76	151.03	23%	822,539	1,011,520	188,981	23%
		Euro 1	4,386	4,386	0%	134.61	171.39	28%	536,615	738,050	201,435	38%
		Euro 2	3,267	3,267	0%	136.22	184.56	35%	445,087	636,853	191,766	43%
		Euro 3	3,984	3,984	0%	38.66	184.56	382%	19,386	778,616	759,230	392%
		Euro 4	0	0	0%	0	0	0%	0	0	0	0%
		Euro 5	0	0	0%	0	0	0%	0	0	0	0%
		MOWs Total	18,268	18,268	0%	107.43	175.28	61%	1,982,546	3,165,439	1,182,893	60%
		1.A.3.b. Road Transport Total	2,084,964	2,084,964	0%	295.79	151.71	-49%	616,721,438	396,381,343	-220,340,094	-49%

Adjustment details for 2023												
NFR Code	Fuel	Activity Data			Implied Emission Factor			NO <sub>x</sub> Emissions				
		current	adjusted	difference	current	adjusted	difference	current	adjusted	adjustment	difference	
		in [t]			in [g/t]			in [kg]				
		in [%]			in [%]			in [%]				
1.A.3.a.i. Passenger Cars	Gasoline	pre-Euro	11,680	11,680	0%	618.27	649.35	-5%	7,011,541	6,967,452	-1,044,089	-15%
		Euro 1	37,743	37,743	0%	353.78	341.68	-3%	13,362,966	9,129,495	-4,233,471	-32%
		Euro 2	62,680	62,680	0%	188.93	139.33	-27%	11,889,922	8,722,244	-3,167,678	-27%
		Euro 3	97,792	97,792	0%	66.38	73.19	10%	6,481,618	7,156,920	675,302	10%
		Euro 4	397,911	397,911	0%	47.22	46.52	-1%	18,790,345	18,589,937	-200,407	-1%
		Euro 5	138,063	138,063	0%	18.60	46.52	150%	2,583,150	6,439,691	3,856,541	150%
	Euro 6	2,714	2,714	0%	25.99	46.52	79%	70,526	126,237	55,711	79%	
	Gasoline total	748,114	748,114	0%	88.35	74.85	-16%	68,190,687	56,671,737	-11,518,950	-17%	
	Diesel Oil	pre-Euro	1,389	1,389	0%	312.74	284.56	-9%	453,981	386,139	-67,842	-15%
		Euro 1	6,605	6,605	0%	268.42	266.79	-1%	1,679,472	1,580,688	-98,784	-6%
		Euro 2	28,437	28,437	0%	406.84	279.91	-32%	11,983,522	6,253,531	-5,729,991	-48%
		Euro 3	92,795	92,795	0%	574.33	176.67	-69%	53,284,956	16,579,373	-36,705,583	-69%
Euro 4		222,583	222,583	0%	393.55	149.27	-62%	87,588,471	33,225,566	-54,362,905	-62%	
Euro 5		233,766	233,766	0%	435.42	149.27	-66%	101,787,275	34,894,788	-66,892,487	-66%	
Euro 6	4,536	4,536	0%	219.53	149.27	-32%	5,177,151	677,045	-4,500,106	-87%		
Diesel oil total	589,131	589,131	0%	437.14	158.71	-64%	257,533,128	83,899,619	-173,633,509	-64%		
FCs Total	1,337,245	1,337,245	0%	237.49	111.77	-53%	317,723,735	140,571,356	-177,152,379	-56%		
1.A.3.a.ii. Heavy Duty Vehicles (HDV)	Gasoline	pre-Euro	981	981	0%	633.81	645.95	2%	608,320	621,160	12,840	2%
		Euro 1	194	194	0%	803.24	389.27	-45%	187,281	59,328	-127,953	-68%
		Euro 2	836	836	0%	274.42	211.18	-23%	229,520	188,285	-41,235	-18%
		Euro 3	784	784	0%	52.66	111.73	30%	72,691	79,780	7,089	10%
		Euro 4	1,889	1,889	0%	43.70	48.89	13%	77,284	82,833	5,549	7%
		Euro 5	965	965	0%	16.37	48.89	193%	15,187	47,268	32,081	193%
	Euro 6	1	1	0%	17.66	48.89	176%	26	72	46	176%	
	Gasoline total	5,578	5,578	0%	262.86	184.67	-30%	1,131,299	1,692,727	561,428	49%	
	Diesel Oil	pre-Euro	2,744	2,744	0%	424.37	386.79	-9%	1,168,157	944,928	-223,828	-19%
		Euro 1	2,948	2,948	0%	395.75	275.25	-30%	1,188,782	634,586	-554,196	-46%
		Euro 2	6,982	6,982	0%	358.32	155.35	-42%	2,348,147	1,350,014	-998,133	-42%
		Euro 3	20,421	20,421	0%	508.32	150.37	-70%	11,437,988	3,025,848	-8,412,140	-73%
Euro 4		55,087	55,087	0%	67.72	90.45	42%	27,776,440	5,040,454	-22,735,986	-42%	
Euro 5		29,024	29,024	0%	441.97	90.45	-80%	13,181,325	2,687,954	-10,493,371	-80%	
Euro 6	41	41	0%	161.28	90.45	-44%	6,168	3,688	-2,479	-40%		
Diesel oil total	118,177	118,177	0%	488.86	154.83	-76%	57,083,513	13,656,488	-43,427,025	-76%		
LDVs Total	124,934	124,934	0%	488.84	158.63	-69%	58,214,142	14,677,215	-43,537,927	-75%		
1.A.3.a.iii. Heavy Duty Vehicles (HDV)	Gasoline	pre-Euro	1,172	1,172	0%	1098.69	1119.23	4%	1,249,028	1,194,143	-54,885	-4%
		Euro 1	1,054	1,054	0%	727.68	750.39	3%	788,620	791,181	24,561	3%
		Euro 2	6,884	6,884	0%	764.87	645.43	-15%	3,324,968	4,379,371	1,054,403	32%
		Euro 3	11,187	11,187	0%	638.43	475.65	-25%	8,262,880	5,998,226	-2,264,654	-27%
		Euro 4	4,946	4,946	0%	460.55	351.71	-24%	2,278,051	1,739,736	-538,314	-24%
		Euro 5	26,096	26,096	0%	368.98	183.48	-40%	8,435,583	4,240,743	-4,194,761	-40%
	Euro 6	537	537	0%	44.76	183.48	310%	24,047	86,672	74,625	310%	
	Buses Total	11,716	11,716	0%	505.94	340.06	-29%	25,390,969	16,620,843	-7,770,126	-29%	
	Diesel Oil	pre-Euro	5,983	5,983	0%	1030.72	737.35	-29%	6,072,170	4,322,888	-1,748,303	-29%
		Euro 1	2,944	2,944	0%	748.27	583.27	-22%	2,176,946	1,650,980	-525,967	-24%
		Euro 2	16,885	16,885	0%	818.17	510.45	-37%	10,080,881	6,949,975	-3,130,906	-31%
		Euro 3	45,517	45,517	0%	633.52	387.73	-39%	47,587,448	27,081,187	-20,506,261	-39%
Euro 4		42,781	42,781	0%	356.96	287.27	-20%	16,936,867	12,289,770	-4,647,097	-27%	
Euro 5		436,980	436,980	0%	261.70	152.65	-41%	123,181,324	66,796,436	-56,384,887	-46%	
Euro 6	18,020	18,020	0%	913.87	183.53	-281%	913,082	2,750,630	1,837,548	281%		
Trucks Total	680,139	680,139	0%	353.96	287.33	-18%	218,587,511	124,188,449	-94,399,062	-43%		
1.A.3.b.i. Motorized Two-Wheelers (MOW)	Gasoline	pre-Euro	6,352	6,352	0%	123.97	151.79	23%	781,736	964,170	182,433	23%
		Euro 1	4,013	4,013	0%	125.91	173.15	39%	582,073	634,880	52,807	39%
		Euro 2	3,362	3,362	0%	132.24	158.58	40%	436,688	648,894	212,196	40%
		Euro 3	4,562	4,562	0%	39.81	195.58	391%	181,610	882,175	716,565	391%
		Euro 4	0	0	0%	0	0	0%	0	0	0	0%
		Euro 5	0	0	0%	0	0	0%	0	0	0	0%
	MOWs Total	18,229	18,229	0%	104.34	175.38	68%	1,962,088	3,197,038	1,234,951	68%	
	1.A.3.b. Road Transport Total	2,132,083	2,132,083	0%	268.88	187.53	-56%	616,073,963	310,854,371	-305,224,592	-56%	

Adjustment details for 2024												
NFR Code	Fuel	Activity Data			Implied Emission Factor			NO <sub>x</sub> Emissions				
		current	adjusted	difference	current	adjusted	difference	current	adjusted	adjustment	difference	
		in [t]	in [t]	in [%]	in [g/t]	in [g/t]	in [%]	in [g]	in [g]	in [g]	in [g]	
1.A.3.a.i. - Passenger Cars	Gasoline	pre-Cars	11.647	11.647	0%	812.37	844.11	-11%	7.132.688	6.327.484	-796.844	-11%
		Car 1	30.667	30.667	0%	368.77	343.93	-32%	11.082.246	7.480.641	-3.621.706	-32%
		Car 2	53.486	53.486	0%	198.58	140.31	-29%	10.514.477	7.584.432	-3.018.844	-29%
		Car 3	87.374	87.374	0%	65.31	73.93	7%	6.955.589	6.459.797	-494.218	7%
		Car 4	387.759	387.759	0%	45.16	47.80	-3%	19.093.585	18.536.099	-523.557	-3%
		Car 5	171.270	171.270	0%	18.59	47.80	151%	3.183.282	0.187.581	-5.004.299	151%
		Car 6	10.315	10.315	0%	25.97	47.80	84%	267.855	433.096	225.249	84%
		Gasoline total	752.426	752.426	0%	76.40	73.89	4%	57.215.533	54.598.501	-2,216,412	-4%
	Diesel Oil	pre-Cars	1.341	1.341	0%	311.73	284.66	-55%	417.947	364.246	-42,722	-10%
		Car 1	4.892	4.892	0%	298.92	267.28	-11%	1.482.284	1.387.643	-156,951	-11%
		Car 2	23.934	23.934	0%	408.71	320.45	-40%	9.734.484	5,276,480	-4,458,004	-40%
		Car 3	82.749	82.749	0%	585.53	176.81	-49%	48,481,830	14,796,245	-33,685,585	-49%
		Car 4	211.237	211.237	0%	297.27	151.77	-62%	83,917,680	32,059,973	-51,857,706	-62%
		Car 5	285.011	285.011	0%	436.38	151.77	-65%	124,721,396	43,370,300	-81,343,896	-65%
		Car 6	16.081	16.081	0%	259.34	151.77	-41%	4,170,580	2,440,686	-1,729,814	-41%
		Diesel oil total	626.045	626.045	0%	415.87	159.12	-62%	272,876,061	99,613,892	-173,262,169	-62%
		FCs Total	1,338,571	1,338,571	0%	298.44	152.15	-53%	338,091,584	154,652,853	-175,478,265	-53%
	Gasoline	pre-Cars	986	986	0%	632.44	645.95	2%	193,683	278,124	18,844	10%
		Car 1	173	173	0%	968.27	989.98	64%	150,074	53,575	-96,499	-64%
		Car 2	748	748	0%	204.73	287.11	31%	212,888	154,839	-58,029	-27%
		Car 3	771	771	0%	98.62	185.21	7%	75,982	81,070	5,078	7%
		Car 4	1,087	1,087	0%	43.47	50.15	15%	81,139	83,618	2,479	15%
		Car 5	1,374	1,374	0%	17.11	50.15	183%	23,517	68,918	45,401	183%
		Car 6	17	17	0%	18.06	50.15	179%	212	670	657	179%
		Gasoline total	5,845	5,845	0%	598.34	176.49	-7%	1,112,584	1,031,852	-88,732	-7%
1.A.3.b.i. - Light Duty Vehicles (LDVs)	Gasoline	pre-Cars	2,537	2,537	0%	428.16	386.79	-21%	1,985,819	1,76,259	-287,559	-21%
		Car 1	2,588	2,588	0%	393.82	276.25	-40%	987,136	639,898	-347,328	-40%
		Car 2	6,087	6,087	0%	338.91	193.25	-42%	1,385,995	1,180,889	-428,128	-42%
		Car 3	18,220	18,220	0%	571.75	150.58	-74%	10,417,076	2,742,056	-7,675,020	-74%
		Car 4	52,361	52,361	0%	498.70	91.69	-82%	26,164,486	4,703,746	-21,394,748	-82%
		Car 5	46,749	46,749	0%	438.44	91.69	-79%	20,496,234	4,258,626	-16,237,309	-79%
	Diesel Oil	pre-Cars	187	187	0%	151.18	91.69	-40%	29,829	17,974	-11,855	-40%
		Car 1	187	187	0%	151.18	91.69	-40%	29,829	17,974	-11,855	-40%
		Car 2	187	187	0%	151.18	91.69	-40%	29,829	17,974	-11,855	-40%
		Car 3	187	187	0%	151.18	91.69	-40%	29,829	17,974	-11,855	-40%
		Car 4	187	187	0%	151.18	91.69	-40%	29,829	17,974	-11,855	-40%
		Car 5	187	187	0%	151.18	91.69	-40%	29,829	17,974	-11,855	-40%
		Diesel oil total	187	187	0%	151.18	91.69	-40%	29,829	17,974	-11,855	-40%
		LDVs Total	134,423	134,423	0%	463.16	113.81	-75%	62,299,160	15,298,849	-46,988,311	-75%
1.A.3.b.ii. - Heavy Duty Vehicles (HDVs)	Gasoline	pre-Cars	984	984	0%	1099.48	1919.23	-5%	1,062,384	1,062,921	-48,443	-5%
		Car 1	837	837	0%	728.12	130.99	3%	659,232	628,359	18,127	3%
		Car 2	5,586	5,586	0%	704.95	643.67	-9%	4,284,320	3,683,441	-798,887	-9%
		Car 3	11,221	11,221	0%	621.20	458.38	-21%	7,082,740	5,143,628	-1,939,228	-21%
		Car 4	4,270	4,270	0%	461.10	361.79	-24%	1,972,610	1,584,978	-467,632	-24%
		Car 5	22,042	22,042	0%	368.55	183.99	-49%	7,726,921	4,065,632	-3,671,389	-49%
	Diesel Oil	pre-Cars	4,182	4,182	0%	42.78	183.99	330%	178,913	789,476	610,563	330%
		Car 1	4,182	4,182	0%	42.78	183.99	330%	178,913	789,476	610,563	330%
		Car 2	4,182	4,182	0%	42.78	183.99	330%	178,913	789,476	610,563	330%
		Car 3	4,182	4,182	0%	42.78	183.99	330%	178,913	789,476	610,563	330%
		Car 4	4,182	4,182	0%	42.78	183.99	330%	178,913	789,476	610,563	330%
		Car 5	4,182	4,182	0%	42.78	183.99	330%	178,913	789,476	610,563	330%
		Diesel Oil total	49,143	49,143	0%	468.37	339.99	-27%	23,017,115	16,788,234	-6,308,881	-27%
		FCs Total	4,182	4,182	0%	1034.34	737.35	-29%	4,945,942	3,825,898	-1,120,134	-29%
1.A.3.b.iii. - Heavy Duty Vehicles (HDVs) - Trucks & Lorries	Gasoline	pre-Cars	2,285	2,285	0%	748.66	581.41	-22%	1,800,085	1,237,759	-562,326	-22%
		Car 1	13,623	13,623	0%	817.90	510.38	-38%	11,446,862	6,565,738	-4,891,123	-38%
		Car 2	54,685	54,685	0%	632.52	384.41	-42%	36,589,677	19,927,835	-16,661,841	-42%
		Car 3	34,037	34,037	0%	396.37	285.34	-30%	13,481,158	9,711,896	-3,779,262	-30%
		Car 4	389,263	389,263	0%	282.92	153.66	-46%	110,112,782	59,688,643	-50,424,148	-46%
		Car 5	34,214	34,214	0%	63.96	153.66	189%	3,937,089	11,368,682	7,421,413	189%
	Diesel Oil	pre-Cars	572,754	572,754	0%	314.85	196.65	-38%	179,874,133	112,285,562	-67,588,551	-38%
		Car 1	572,754	572,754	0%	314.85	196.65	-38%	179,874,133	112,285,562	-67,588,551	-38%
		Car 2	572,754	572,754	0%	314.85	196.65	-38%	179,874,133	112,285,562	-67,588,551	-38%
		Car 3	572,754	572,754	0%	314.85	196.65	-38%	179,874,133	112,285,562	-67,588,551	-38%
		Car 4	572,754	572,754	0%	314.85	196.65	-38%	179,874,133	112,285,562	-67,588,551	-38%
		Car 5	572,754	572,754	0%	314.85	196.65	-38%	179,874,133	112,285,562	-67,588,551	-38%
		Diesel Oil total	572,754	572,754	0%	314.85	196.65	-38%	179,874,133	112,285,562	-67,588,551	-38%
		FCs Total	572,754	572,754	0%	314.85	196.65	-38%	179,874,133	112,285,562	-67,588,551	-38%
1.A.3.b.iv. - Motorised Two-Wheelers (MOWs)	Gasoline	pre-Cars	6,185	6,185	0%	122.85	158.64	29%	795,185	974,388	218,182	29%
		Car 1	3,037	3,037	0%	134.71	174.84	40%	478,514	670,859	192,346	40%
		Car 2	3,365	3,365	0%	128.94	186.25	52%	433,874	680,378	226,504	52%
		Car 3	5,385	5,385	0%	38.53	186.25	386%	29,722	1,041,189	831,467	386%
		Car 4	0	0	0%	0	0	0%	0	0	0	0%
		Car 5	0	0	0%	0	0	0%	0	0	0	0%
		MOWs Total	18,673	18,673	0%	108.59	179.24	78%	1,878,294	3,386,734	1,488,498	78%
		LDVs Total	2,153,563	2,153,563	0%	277.27	140.35	-49%	597,120,287	362,252,271	-234,868,025	-49%

Adjustment details for 2025												
NFR Code	Fuel	Activity Data			Implied Emission Factor			NO <sub>x</sub> Emissions				
		current	adjusted	difference	current	adjusted	difference	current	adjusted	adjustment	difference	
		in [t]	in [t]	in [%]	in [g/t]	in [g/t]	in [%]	in [kg]	in [kg]	in [kg]	in [%]	
1.A.3.a.i. - Passenger Cars	Gasoline	pre-Cars	11.380	11.380	0%	833.33	844.11	-14%	7,266,152	6,191,942	-1,014,168	-14%
		Car 1	34,112	34,112	0%	371.34	345.71	-34%	8,963,681	5,924,574	-3,029,288	-34%
		Car 2	42,925	42,925	0%	297.78	142.69	-32%	8,918,785	6,089,659	-2,818,648	-32%
		Car 3	72,871	72,871	0%	73.86	74.74	1%	5,381,361	5,448,237	64,896	1%
		Car 4	363,474	363,474	0%	52.36	49.62	-6%	18,485,637	17,326,221	-1,159,416	-6%
		Car 5	180,783	180,783	0%	19.11	49.62	151%	3,454,481	0,881,456	-5,406,375	151%
		Car 6	29,612	29,612	0%	25.70	49.62	84%	790,781	1,451,433	652,792	84%
		Gasoline total	715,156	715,156	0%	76.38	71.73	-4%	53,196,187	51,380,983	-1,889,895	-4%
	Diesel Oil	pre-Cars	1,282	1,282	0%	311.32	284.66	-55%	387,917	339,733	-48,184	-10%
		Car 1	4,279	4,279	0%	298.14	267.84	-10%	1,261,930	1,129,889	-132,021	-10%
		Car 2	19,689	19,689	0%	407.80	220.36	-46%	8,013,587	4,339,736	-3,674,788	-46%
1.A.3.a.ii - Light Duty Vehicles (LDV)	Gasoline	pre-Cars	71,044	71,044	0%	595.91	179.64	-70%	42,271,648	12,739,492	-29,551,608	-70%
		Car 1	182,414	182,414	0%	184.47	184.67	0%	72,229,657	72,544,459	314,802	0%
		Car 2	364,346	364,346	0%	434.57	157.05	-40%	137,290,423	49,890,244	-85,400,969	-40%
		Car 3	52,576	52,576	0%	293.76	154.67	-41%	13,557,082	8,180,394	-5,356,778	-41%
		Diesel Oil total	645,565	645,565	0%	424.19	159.89	-63%	275,133,233	183,913,591	-91,766,732	-63%
		P/Cs total	1,360,721	1,360,721	0%	245.16	133.52	-53%	326,317,000	154,484,484	-171,856,516	-53%
		Car 1	979	979	0%	854.37	646.96	-15%	575,380	487,977	-7,404	-1%
		Car 2	150	150	0%	896.83	311.83	-65%	134,523	46,851	-87,672	-65%
	Diesel Oil	pre-Cars	629	629	0%	298.27	212.94	-29%	187,533	133,879	-53,654	-29%
		Car 1	781	781	0%	954.56	188.62	-34%	73,363	76,155	2,798	3%
		Car 2	1,720	1,720	0%	80.65	51.30	-9%	80,965	80,246	-720	-1%
1.A.3.a.iii - Heavy Duty Vehicle Tractor & Lorries	Diesel Oil	Car 3	5,620	5,620	0%	18.61	51.30	175%	29,912	83,086	53,274	175%
		Car 4	84	84	0%	18.71	51.30	174%	1,762	4,884	3,122	174%
		Gasoline total	5,703	5,703	0%	187.52	179.88	-8%	1,083,937	1,080,999	-3,938	-0%
		pre-Cars	2,323	2,323	0%	418.91	386.79	-26%	968,185	712,631	-253,654	-26%
		Car 1	2,186	2,186	0%	391.47	275.25	-45%	824,270	453,227	-371,043	-45%
		Car 2	5,025	5,025	0%	324.81	193.29	-40%	1,632,286	971,286	-660,928	-40%
		Car 3	15,718	15,718	0%	258.24	150.67	-24%	3,112,414	2,365,703	-746,710	-24%
		Car 4	47,480	47,480	0%	91.73	91.74	0%	23,782,396	2,340,298	-19,448,098	-24%
	Diesel Oil total	Car 5	62,146	62,146	0%	436.13	91.74	-79%	27,090,214	5,680,295	-21,392,809	-79%
		Car 6	635	635	0%	154.91	91.74	-40%	87,768	60,230	-26,528	-40%
		Diesel Oil total	135,386	135,386	0%	408.35	187.96	-77%	63,565,843	14,681,496	-48,884,353	-77%
1.A.3.a.iv - Heavy Duty Vehicle Tractor & Lorries	Diesel Oil	LDVs total	141,098	141,098	0%	437.76	190.62	-16%	64,589,539	15,686,430	-48,903,101	-16%
		pre-Cars	979	979	0%	1070.34	1019.23	-5%	1,048,372	995,256	-53,116	-5%
		Car 1	747	747	0%	738.26	751.91	3%	543,471	581,636	38,165	3%
		Car 2	5,211	5,211	0%	707.43	464.46	-10%	4,103,687	3,359,054	-744,633	-18%
		Car 3	15,782	15,782	0%	632.86	488.67	-24%	2,741,732	1,714,988	-1,026,742	-24%
		Car 4	4,686	4,686	0%	869.70	351.99	-30%	2,154,086	1,514,177	-639,828	-26%
		Car 5	34,267	34,267	0%	368.77	184.59	-49%	8,737,088	4,477,641	-4,259,427	-49%
		Car 6	5,224	5,224	0%	63.13	184.59	247%	277,542	964,226	686,684	247%
	Diesel total	pre-Cars	12,817	12,817	0%	438.96	327.99	-26%	23,997,817	17,149,448	-6,848,378	-29%
		Car 1	4,379	4,379	0%	1034.69	737.35	-29%	4,483,571	3,184,428	-1,299,143	-29%
		Car 2	1,983	1,983	0%	748.71	553.48	-26%	1,387,291	1,025,551	-361,740	-26%
1.A.3.a.v - Motorised Two-Wheelers (M2W)	Gasoline	Car 3	1,082	1,082	0%	817.98	587.98	-30%	3,072,940	2,532,440	-540,500	-20%
		Car 4	41,282	41,282	0%	521.65	381.64	-27%	18,488,779	12,744,784	-5,743,995	-27%
		Car 5	39,233	39,233	0%	356.88	287.32	-20%	11,572,860	9,294,190	-2,278,759	-20%
		Car 6	308,736	308,736	0%	264.17	153.49	-40%	83,413,973	50,645,496	-32,767,477	-40%
		Trucks total	589,431	589,431	0%	268.69	153.49	-36%	157,189,675	110,920,933	-46,268,642	-36%
		pre-Cars	5,744	5,744	0%	125.41	157.28	25%	720,441	963,470	243,028	25%
		Car 1	1,517	1,517	0%	107.40	176.22	39%	444,086	619,819	171,733	39%
		Car 2	3,382	3,382	0%	107.35	196.53	55%	430,680	664,965	236,306	55%
	M2Ws total	Car 3	5,811	5,811	0%	48.29	196.53	309%	234,136	1,144,416	910,289	309%
		Car 4	0	0	0%	16.96	196.53	1080%	89	848	756	804%
		Car 5	0	0	0%	0	196.53	0%	0	0	0	0%
1.A.3.b - Road Transport	Total	2,161,050	18,609	0%	98.52	189.65	80%	1,833,382	5,334,472	1,501,898	80%	
	Total	2,161,050	2,161,050	0%	263.86	126.56	-48%	575,935,265	381,977,956	-174,857,678	-48%	



Adjustment details for 2026												
NFR Code	Fuel	Activity Data			Implied Emission Factor			NO <sub>x</sub> Emissions				
		current	adjusted	difference	current	adjusted	difference	current	adjusted	adjustment	difference	
		in [t]	in [t]	in [%]	in [g/t]	in [g/t]	in [%]	in [kg]	in [kg]	in [kg]	in [kg]	
1.A.3.a.i - Passenger Cars	Gasoline	pre-Cars	15 782	15 782	0%	634.75	644.11	-14%	7 470 914	6 410 967	-1 059 947	-14%
		Car 1	20 270	20 270	0%	372.25	341.68	-35%	7 545 483	4 986 888	-2 558 595	-35%
		Car 2	36 062	36 062	0%	212.73	143.11	-33%	7 671 581	5 180 897	-2 510 683	-33%
		Car 3	83 039	83 039	0%	76.17	75.50	-1%	4 881 482	4 759 259	-122 223	-1%
		Car 4	334 413	334 413	0%	53.74	50.17	-7%	17 363 364	16 777 445	-585 919	-7%
		Car 5	183 374	183 374	0%	19.09	50.17	163%	3 580 745	9 189 834	5 609 089	163%
	Car 6	65 332	65 332	0%	25.67	50.17	89%	1 768 917	3 327 855	1 558 938	89%	
	Gasoline total	715 272	715 272	0%	79.93	70.65	-9%	58 736 267	50 535 049	-8 201 218	-9%	
	Diesel Oil	pre-Cars	1 380	1 380	0%	364.76	254.66	-30%	365 262	239 173	-126 089	-30%
		Car 1	3 749	3 749	0%	294.36	269.64	-9%	1 122 449	1 011 626	-110 823	-10%
		Car 2	16 584	16 584	0%	407.19	221.43	-46%	6 720 132	3 653 964	-3 066 168	-46%
		Car 3	81 398	81 398	0%	802.50	179.24	-78%	36 981 999	11 085 409	-25 896 590	-70%
		Car 4	175 040	175 040	0%	405.76	156.24	-61%	71 362 220	27 474 086	-43 888 134	-61%
		Car 5	299 054	299 054	0%	433.34	156.24	-64%	130 032 044	46 019 229	-83 912 815	-64%
Car 6	116 034	116 034	0%	268.75	156.24	-40%	30 427 555	10 232 785	-20 194 770	-60%		
Diesel oil total	625 119	625 119	0%	418.36	160.76	-61%	277 947 660	188 535 230	-89 412 430	-61%		
Pkx Total	1 384 391	1 384 391	0%	235.75	154.41	-35%	527 778 627	199 070 280	-328 708 347	-59%		
1.A.3.b.i - Light Duty Vehicles (LDV)	Gasoline	pre-Cars	910	910	0%	602.79	645.35	-11%	593 186	547 543	-45 643	-8%
		Car 1	136	136	0%	908.31	312.78	-66%	122 126	42 425	-79 701	-66%
		Car 2	540	540	0%	308.39	217.84	-29%	162 311	117 737	-44 574	-27%
		Car 3	650	650	0%	108.43	111.57	3%	70 432	72 731	2 299	3%
		Car 4	1 684	1 684	0%	43.06	52.36	7%	78 714	84 003	5 289	7%
		Car 5	1 724	1 724	0%	19.82	52.36	164%	34 157	80 258	46 101	164%
	Car 6	363	363	0%	19.85	52.36	181%	6 764	18 992	12 228	181%	
	Gasoline total	5 506	5 506	0%	588.27	171.66	-7%	1 068 292	1 013 678	-54 614	-5%	
	Diesel Oil	pre-Cars	2 189	2 189	0%	414.81	385.73	-7%	899 549	846 433	-53 116	-6%
		Car 1	1 780	1 780	0%	391.89	276.25	-30%	780 189	585 371	-194 788	-24%
		Car 2	4 223	4 223	0%	323.43	153.31	-53%	1 365 594	676 452	-689 142	-50%
		Car 3	13 582	13 582	0%	588.91	150.77	-74%	8 064 323	2 040 233	-6 024 090	-74%
		Car 4	43 141	43 141	0%	504.48	32.40	-92%	21 783 989	3 986 141	-17 797 848	-82%
		Car 5	74 231	74 231	0%	434.16	32.40	-99%	32 223 283	6 658 730	-25 564 553	-79%
Car 6	4 921	4 921	0%	113.49	32.40	-72%	755 285	454 676	-300 609	-40%		
Diesel oil total	144 068	144 068	0%	454.12	185.62	-77%	65 712 732	15 256 007	-50 456 726	-77%		
LNx Total	149 594	149 594	0%	445.23	188.29	-76%	66 781 025	16 229 684	-50 551 340	-76%		
1.A.3.b.ii - Heavy Duty Vehicles (HDV)	Diesel Oil	pre-Cars	891	891	0%	1076.81	1919.23	-5%	964 197	988 234	24 037	2%
		Car 1	583	583	0%	731.36	732.67	2%	433 675	446 236	12 561	3%
		Car 2	4 375	4 375	0%	708.25	645.03	-9%	3 440 614	2 822 621	-617 993	-18%
		Car 3	10 333	10 333	0%	632.87	458.91	-27%	6 530 364	4 741 827	-1 788 537	-27%
		Car 4	4 449	4 449	0%	475.90	382.29	-20%	2 117 219	1 586 881	-530 338	-26%
		Car 5	34 380	34 380	0%	364.36	185.22	-49%	8 935 974	4 517 517	-4 418 457	-49%
		Car 6	9 126	9 126	0%	62.79	185.22	196%	573 066	1 680 431	1 107 365	196%
		Buses Total	54 157	54 157	0%	404.73	388.24	-2%	23 082 189	16 885 117	-6 197 072	-27%
	Diesel Oil	pre-Cars	3 933	3 933	0%	1034.81	737.35	-29%	4 087 249	2 980 379	-1 106 870	-29%
		Car 1	1 555	1 555	0%	748.16	587.92	-22%	1 163 482	789 813	-373 669	-32%
		Car 2	8 876	8 876	0%	817.75	585.52	-29%	7 258 047	4 486 628	-2 771 419	-38%
		Car 3	34 167	34 167	0%	638.91	458.91	-27%	21 553 280	12 251 155	-9 302 125	-43%
		Car 4	34 287	34 287	0%	394.94	281.86	-29%	9 640 384	6 885 621	-2 754 763	-29%
		Car 5	269 735	269 735	0%	287.22	153.60	-46%	74 680 233	39 976 610	-34 703 623	-46%
Car 6	261 480	261 480	0%	61.77	153.60	149%	16 149 289	40 204 036	24 054 748	149%		
Trucks Total	584 013	584 013	0%	226.31	180.97	-26%	134 431 899	101 496 262	-32 935 637	-26%		
Gasoline	pre-Cars	5 543	5 543	0%	125.59	155.78	24%	696 072	883 289	187 218	24%	
	Car 1	3 360	3 360	0%	127.11	177.29	39%	427 113	585 796	158 683	39%	
	Car 2	3 375	3 375	0%	125.94	187.68	50%	421 961	687 078	265 117	50%	
	Car 3	6 443	6 443	0%	48.36	187.68	381%	209 627	1 273 671	1 064 043	381%	
	Car 4	66	66	0%	17.47	187.68	1031%	1 134	12 632	11 498	1031%	
	Car 5	0	0	0%	0	0	0%	0	0	0	0%	
MGNs Total	16 185	16 185	0%	96.14	181.68	89%	1 885 897	3 452 476	1 566 579	89%		
1.A.3.b - Road Transport	Total	2 267 339	2 267 339	0%	258.89	137.22	-45%	553 799 598	362 981 620	-190 817 978	-45%	

Adjustment details for 2018													
NFR Code	Fuel	Activity Data				Implied Emission Factor				NO <sub>x</sub> Emissions			
		current	adjusted	difference	in [%]	current	adjusted	difference	in [%]	current	adjusted	adjustment	difference
1.A.3.a.i - Passenger Cars	Gasoline	pre-Cars	12 219	12 219	0%	637.58	644.11	-10%	7 770 965	6 648 721	-1 122 234	-15%	
		Car 1	14 362	14 362	0%	374.24	341.68	-9%	5 371 161	3 448 643	-1 922 518	-36%	
		Car 2	34 285	34 285	0%	221.87	111.68	-50%	5 360 977	2 688 163	-2 672 814	-50%	
		Car 3	43 642	43 642	0%	88.16	76.96	-13%	3 487 781	3 388 617	-99 164	-3%	
		Car 4	278 738	278 738	0%	55.98	52.30	-7%	15 683 488	14 576 755	-1 106 733	-7%	
		Car 5	186 830	186 830	0%	19.35	52.30	170%	3 228 282	8 725 688	5 497 406	170%	
	Diesel Oil	pre-Cars	159 041	159 041	0%	6.00	52.30	788%	4 190 422	6 718 250	2 527 828	60%	
		Gasoline total	699 007	699 007	0%	64.42	68.36	6%	45 032 996	47 786 857	2 753 860	6%	
		Car 1	1 383	1 383	0%	366.46	264.19	-26%	366 446	245 173	-121 263	-33%	
		Car 2	2 949	2 949	0%	298.17	272.66	-9%	862 432	775 156	-87 277	-9%	
		Car 3	10 784	10 784	0%	407.20	222.67	-45%	4 391 383	2 483 536	-1 907 848	-45%	
		Car 4	40 786	40 786	0%	812.49	180.15	-78%	24 932 029	7 333 241	-17 598 788	-71%	
	Trucks & Lorries	pre-Cars	130 534	130 534	0%	414.71	180.40	-56%	54 133 837	20 937 329	-33 196 508	-61%	
		Car 5	251 212	251 212	0%	416.25	180.40	-56%	104 585 786	40 293 731	-64 292 055	-61%	
		Trucks total	228 685	228 685	0%	254.87	180.40	-30%	58 284 140	35 680 446	-22 603 694	-39%	
Diesel oil total	666 076	666 076	0%	375.66	163.38	-56%	247 596 063	188 768 684	-58 827 379	-24%			
FCs Total	1 365 181	1 365 181	0%	214.34	114.68	-46%	262 589 060	196 555 421	-66 033 639	-25%			
1.A.3.b.i - Light Duty Vehicles (LDVs)	Gasoline	pre-Cars	911	911	0%	604.51	645.95	-7%	596 851	582 662	-14 189	-2%	
		Car 1	188	188	0%	911.58	312.78	-66%	98 528	33 895	-64 633	-66%	
		Car 2	377	377	0%	303.84	224.45	-26%	114 682	84 713	-29 969	-26%	
		Car 3	511	511	0%	111.92	116.84	5%	57 282	60 739	3 457	6%	
		Car 4	1 275	1 275	0%	52.02	54.36	4%	65 290	69 278	3 988	6%	
		Car 5	1 483	1 483	0%	23.70	54.36	129%	35 160	80 626	45 466	129%	
	Diesel Oil	pre-Cars	1 643	1 643	0%	19.18	54.36	182%	39 550	89 326	49 776	182%	
		Gasoline total	6 315	6 315	0%	154.22	160.11	4%	999 199	1 011 138	11 939	1%	
		Car 1	1 872	1 872	0%	411.51	386.79	-6%	771 337	574 432	-196 905	-26%	
		Car 2	1 285	1 285	0%	389.84	276.28	-29%	483 129	272 286	-210 843	-44%	
		Car 3	2 942	2 942	0%	318.56	193.88	-39%	965 389	550 789	-414 600	-43%	
		Car 4	9 383	9 383	0%	598.10	150.74	-75%	5 689 152	1 411 299	-4 277 853	-75%	
	Trucks & Lorries	pre-Cars	33 232	33 232	0%	508.42	93.81	-82%	15 929 185	3 117 457	-12 811 728	-80%	
		Car 1	66 283	66 283	0%	432.92	93.81	-78%	28 684 080	6 217 860	-22 466 220	-78%	
		Car 5	39 482	39 482	0%	158.79	93.81	-41%	5 941 615	3 686 228	-2 255 387	-38%	
Diesel oil total	154 259	154 259	0%	384.71	182.69	-53%	59 344 525	35 880 316	-23 464 209	-39%			
LDVs Total	180 574	180 574	0%	375.86	184.94	-52%	69 343 125	36 851 449	-32 491 676	-47%			
1.A.3.b.ii - Heavy Duty Vehicles (HDVs)	Diesel Oil	pre-Cars	547	547	0%	1078.16	1919.23	-5%	589 267	557 147	-32 120	-5%	
		Car 1	237	237	0%	732.78	732.57	0%	173 678	178 388	4 710	3%	
		Car 2	2 270	2 270	0%	787.83	646.33	-18%	1 780 686	1 487 437	-293 249	-16%	
		Car 3	6 757	6 757	0%	638.89	459.32	-28%	4 262 734	3 183 482	-1 079 252	-25%	
		Car 4	3 043	3 043	0%	473.16	382.73	-19%	1 439 790	1 073 333	-366 457	-25%	
		Car 5	18 189	18 189	0%	362.42	186.37	-49%	6 463 265	3 376 016	-3 087 249	-48%	
	Trucks & Lorries	pre-Cars	20 670	20 670	0%	64.89	186.37	288%	1 176 026	3 682 314	2 506 288	288%	
		Buses Total	91 634	91 634	0%	309.75	283.53	-8%	15 993 546	13 687 186	-2 306 360	-15%	
		pre-Cars	3 262	3 262	0%	1034.82	737.35	-29%	3 375 359	2 485 071	-890 288	-26%	
		Car 1	1 094	1 094	0%	747.82	488.38	-35%	918 052	512 378	-405 674	-44%	
1.A.3.b.iii - Heavy Duty Vehicles (HDVs) - Trucks & Lorries	Diesel Oil	pre-Cars	5 544	5 544	0%	817.44	581.68	-29%	4 632 180	2 781 516	-1 850 664	-40%	
		Car 1	20 583	20 583	0%	629.54	563.68	-11%	12 367 751	7 277 279	-5 090 472	-41%	
		Car 2	15 912	15 912	0%	358.89	276.23	-23%	6 334 421	4 386 424	-1 947 997	-31%	
		Car 3	154 983	154 983	0%	292.40	154.68	-47%	45 964 153	24 283 389	-21 680 764	-47%	
		Car 4	381 799	381 799	0%	68.78	154.68	125%	26 251 482	69 665 886	43 414 404	125%	
		Trucks Total	585 186	585 186	0%	515.18	172.19	-66%	188 173 537	180 760 889	-7 412 648	-4%	
	Trucks & Lorries	pre-Cars	4 940	4 940	0%	128.95	186.61	46%	622 666	783 451	160 785	26%	
		Car 1	2 966	2 966	0%	128.14	177.79	41%	374 114	527 294	153 180	41%	
		Car 2	3 221	3 221	0%	128.33	186.64	46%	387 596	639 833	252 237	65%	
		Car 3	6 241	6 241	0%	48.24	186.64	384%	251 126	1 239 686	988 560	394%	
M2Ws Total	pre-Cars	1 130	1 130	0%	98.41	186.64	89%	23 066	224 682	201 616	875%		
	Car 1	0	0	0%	0.00	186.64	0%	0	0	0	0%		
	Car 2	0	0	0%	0.00	186.64	0%	0	0	0	0%		
	Car 3	0	0	0%	0.00	186.64	0%	0	0	0	0%		
1.A.3.b - Road Transport	Gasoline	pre-Cars	18 189	18 189	0%	86.06	186.64	116%	1 688 598	5 454 747	3 766 209	306%	
		Car 1	2 829	2 829	0%	86.06	186.64	116%	249 284	1 183 617	934 333	387%	
		Car 2	2 082	2 082	0%	86.06	186.64	116%	183 647	355 178	171 531	93%	
		Car 3	0	0	0%	0.00	186.64	0%	0	0	0	0%	
		Car 4	0	0	0%	0.00	186.64	0%	0	0	0	0%	
		Car 5	0	0	0%	0.00	186.64	0%	0	0	0	0%	
	Trucks & Lorries	pre-Cars	18 189	18 189	0%	86.06	186.64	116%	1 688 598	5 454 747	3 766 209	306%	
		Car 1	2 829	2 829	0%	86.06	186.64	116%	249 284	1 183 617	934 333	387%	
		Car 2	2 082	2 082	0%	86.06	186.64	116%	183 647	355 178	171 531	93%	
	Trucks & Lorries	pre-Cars	18 189	18 189	0%	86.06	186.64	116%	1 688 598	5 454 747	3 766 209	306%	
		Car 1	2 829	2 829	0%	86.06	186.64	116%	249 284	1 183 617	934 333	387%	
		Car 2	2 082	2 082	0%	86.06	186.64	116%	183 647	355 178	171 531	93%	
	Trucks & Lorries	pre-Cars	18 189	18 189	0%	86.06	186.64	116%	1 688 598	5 454 747	3 766 209	306%	
		Car 1	2 829	2 829	0%	86.06	186.64	116%	249 284	1 183 617	934 333	387%	
		Car 2	2 082	2 082	0%	86.06	186.64	116%	183 647	355 178	171 531	93%	
Trucks & Lorries	pre-Cars	18 189	18 189	0%	86.06	186.64	116%	1 688 598	5 454 747	3 766 209	306%		
	Car 1	2 829	2 829	0%	86.06	186.64	116%	249 284	1 183 617	934 333	387%		
	Car 2	2 082	2 082	0%	86.06	186.64	116%	183 647	355 178	171 531	93%		

	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	
<b>Adjustment 2021 (proposal)</b>	<b>-296.1</b>	<b>-300.7</b>	<b>-300.4</b>	<b>-305.2</b>	<b>-294.9</b>	<b>-274.9</b>	<b>-250.9</b>	<b>-221.1</b>	<b>-179.6</b>	<b>-144.8</b>
Change against Adjustment 2020	1.7	1.6	0.9	0.9	-0.4	-5.9	-6.6	-6.2	-5.0	

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".<sup>8)</sup>

The even bigger changes between adjustment 2019 and adjustment proposal 2020 result from an additional rather fundamental revision of the *Handbook Emission Factors for Road Transport* now available in version 4.1 ><sup>9)</sup> strongly effecting the TREMOD model underlying Germany's emission reporting for road transport and hence any adjustments of NO<sub>x</sub> 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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