

NO_x	682	725	725	725	725	725	725	725	725	725	725	725	725	725	725	725	725	725
SO_x	11,8	8,30	3,20	0,40	0,40	0,40	0,40	0,40	0,40	0,40	0,40	0,40	0,40	0,40	0,40	0,40	0,40	0,40
PM²	3,63	3,55	3,13	2,66	2,66	2,51	2,39	2,27	2,14	2,09	2,03	1,97	1,91	1,91	1,91	1,91	1,91	1,91
BC³	0,44	0,43	0,38	0,32	0,32	0,30	0,29	0,27	0,26	0,25	0,24	0,24	0,23	0,23	0,23	0,23	0,23	0,23
CO	4.199	4.010	4.010	4.010	4.010	4.010	4.010	4.010	4.010	4.010	4.010	4.010	4.010	4.010	4.010	4.010	4.010	4.010
TSP⁴	2,46	0,82																
Pb⁴	1,54	0,52																

¹ Due to lack of better information: similar EF are applied for fossil fuels and biofuels.

² EF(PM_{2.5}) also applied for PM₁₀ and TSP (assumption: > 99% of TSP from diesel oil combustion consists of PM_{2.5})

³ EF(BC) estimated from tier1 default f-BC values provided in ³⁾, chapter 1.A.3.b, table 3-11 for gasoline passenger cars (f-BC: 0.12) and diesel heavy duty vehicles (f-BC: 0.53)

⁴ from leaded gasoline (until 1997), based upon country-specific emission factors from ⁴⁾



With respect to the emission factors applied for particulate matter, given the circumstances during test-bench measurements, condensables are most likely included at least partly. [footnote](#) During test-bench measurements, temperatures are likely to be significantly higher than under real-world conditions, thus reducing condensation. On the contrary, smaller dilution (higher number of primary particles acting as condensation germs) together with higher pressures increase the likelihood of condensation. So over-all condensables are very likely to occur but different to real-world conditions. ¹⁾



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

Discussion of emission trends

This sub-category is **not considered separately in the key category analysis**.

Due to the application of very several tier1 emission factors, most emission trends reported for this sub-category only reflect the trend in fuel deliveries. Therefore, the fuel-consumption dependend trends in emission estimates are only influenced by the annual fuel mix.

[gallery size="medium" : 1A5bi_EM_NH3.png : 1A5bi_EM_NOx.png](#) [gallery](#)

Here, for **sulphur dioxide**, this consumption-based falling trend is intensified by the impact of fuel-sulphur legislation.

[gallery size="medium" : 1A5bi_EM_SO2.png](#) [gallery](#)

Over-all **particulate matter** emissions are by far dominated by emissions from diesel oil combustion with the falling trend basically following the decline in fuel consumption. Here, until 1997, the emission values reported for **total suspended particles (TSP)** are slightly higher than those reported for PM_{2.5}, and PM₁₀, due to the additional TSP emissions from leaded gasoline that was banned in 1997.

[gallery size="medium" : 1A5bi_EM_PM.png](#) [gallery](#)

Recalculations

Changes in specific **activity data** result from a correction of the shares of biodiesel and the NCV applied for fossil diesel oil.

Table: Revised activity data, in terajoules

	1990	1995	2000	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
--	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

Diesel oil																	
Submission 2021	15.037	8.001	1.364	3.206	1.701	1.664	1.139	990	977	620	966	680	683	580	577	415	279
Submission 2020	15.037	8.001	1.364	3.366	1.872	1.825	1.201	1.003	990	622	972	681	683	580	578	415	279
absolute change	0	0	0	-160	-171	-160	-61	-12	-12	-3	-5	-1	-1	-0,39	-0,30	-0,02	-0,12
relative change	0,00%	0,0%	0,00%	-4,74%	-9,13%	-8,79%	-5,12%	-1,24%	-1,23%	-0,44%	-0,55%	-0,15%	-0,09%	-0,07%	-0,05%	0,00%	-0,04%
Biodiesel																	
Submission 2021	0	0	0	214	205	223	114	80	75	43	68	40	42	31,7	30,6	22,0	16,2
Submission 2020	0	0	0	74	55	82	59	69	64	41	63	39	41	31,4	30,3	22,0	16,1
absolute change	0	0	0	141	151	141	54	11	11	2	5	1	1	0,35	0,27	0,00	0,11
relative change				191%	276%	173%	91,2%	15,9%	16,7%	5,97%	7,48%	2,25%	1,26%	1,12%	0,88%	-0,01%	0,67%
Gasoline																	
Submission 2021	21.508	9.800	7.477	6.857	6.128	4.789	4.955	4.907	4.862	4.696	4.175	4.092	3.695	3.342	3.009	2.503	2.341
Submission 2020	21.508	9.800	7.477	6.857	6.128	4.789	4.955	4.907	4.862	4.696	4.175	4.092	3.695	3.342	3.009	2.502	2.341
absolute change	0	0	0	0	0	0	0	0	0	0	0	0	0	0,00	0,00	1	0
relative change	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,04%	0,00%
Biogasoline																	
Submission 2021	0	0	0	47	88	65	95	140	188	192	185	175	161	145	131	106	105
Submission 2020	0	0	0	47	88	65	95	140	188	192	185	175	161	145	131	107	105
absolute change	0	0	0	0	0	0	0	0	0	0	0	0	0	0,000	0,000	-0,98	0,00
relative change				0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%	0,000%	0,000%	-0,92%	0,00%
Σ 1.A.5.b i																	
Submission 2021	36.545	17.801	8.841	10.324	8.123	6.741	6.303	6.117	6.102	5.551	5.394	4.988	4.580	4.099	3.748	3.046	2.741
Submission 2020	36.545	17.801	8.841	10.343	8.144	6.760	6.310	6.119	6.103	5.551	5.395	4.988	4.580	4.099	3.748	3.046	2.741
absolute change	0	0	0	-18,9	-20,4	-19,2	-7,34	-1,49	-1,46	-0,33	-0,64	-0,12	-0,07	-0,05	-0,03	-0,02	-0,01
relative change	0,00%	0,00%	0,00%	-0,18%	-0,25%	-0,28%	-0,12%	-0,02%	-0,02%	-0,01%	-0,01%	0,00%	0,00%	0,00%	0,00%	0,00%	0,00%



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

Planned improvements

Given the limited quality of the emission factors applied, the inventory compiler will check a possible revision at least for the main pollutants.

FAQs

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¹⁾ (bibcite 1)

²⁾ (bibcite 2)

³⁾ (bibcite 4)

⁴⁾ (bibcite 3)

¹⁾

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