

1.A.4.b ii - Residential: Household and Gardening: Mobile

Short description

Under sub-category *1.A.4.b ii - Residential: Mobile Sources in Households and Gardening* fuel combustion activities and resulting emissions from combustion engine driven devices such as motor saws and lawn mowers are being reported.



Method	AD	EF	Key Category Analysis
T1	NS, M	CS, D	L/T: CO

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Methodology

Activity data

Activity data are taken from annual fuel deliveries data provided in line 66: 'Households' of the National Energy Balances (NEB) for Germany (AGEB, 2019) ¹⁾.

Table 1: Sources for consumption data in 1.A.4.b ii

Relevant years	Data Source
through 1994	AGEB - National Energy Balance, line 79: Households
since 1995	AGEB - National Energy Balance, line 66: Households

Here, given the rare statistics on sold machinery, these activity data is of limited quality only (no annual but cascaded trend).

As the NEB only provides primary activity data for *total biomass* used in 'households', but does not distinguish into specific biofuels, consumption data for bioethanol used in NFR 1.A.4.b ii are calculated by applying Germany's official annual shares of biogasoline blended to fossil gasoline.

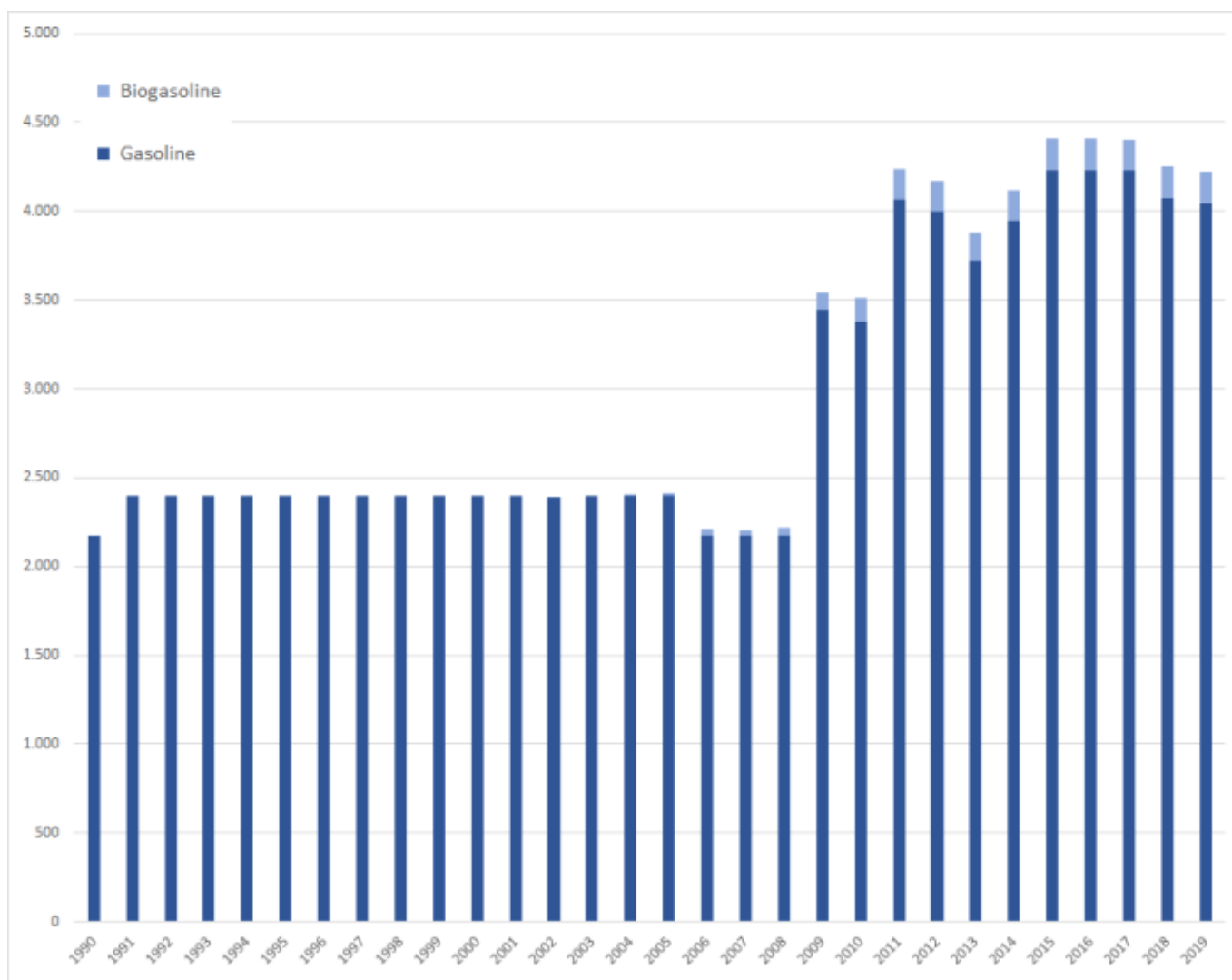
Please note: *Data on gasoline used in households* as provided in the National Energy Balances represents a "residual item" following the allocation of the majority of this fuel to road and military vehicles. Here, fuel sales to road vehicles might also include gasoline acquired on filling stations but used for household equipment.

Due to these reasons, activity data for gasoline consumption in households machinery and, hence, several emission estimates *show no realistic trend but a stepwise development* with significant jumps.

Table 2: Annual over-all fuel deliveries to residential mobile sources, in terajoules

	1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Gasoline	2.177	2.395	2.395	2.395	3.379	4.069	3.995	3.720	3.946	4.228	4.228	4.228	4.070	4.046
Biogasoline	0	0	0	16	131	167	177	159	172	183	184	178	183	175
Σ 1.A.4.b ii	2.177	2.395	2.395	2.411	3.510	4.236	4.172	3.879	4.118	4.411	4.412	4.406	4.253	4.221

source: AGEB, 2019 ²⁾ and TREMOD MM ³⁾



These primary activity data can be distributed onto 2- and 4-stroke engines used in households via annual shares from Knörr et al. (2019b) ⁴⁾.

Table 3: Annual shares of 2- and 4-stroke engines

	1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
2-Stroke	28,2 %	49,7 %	66,5 %	69,6 %	73,9 %	74,5 %	75,7 %	76,4 %	76,6 %	76,8 %	77,1 %	77,2 %	77,4 %	77,5 %
4-Stroke	71,8 %	50,3 %	33,5 %	30,4 %	26,1 %	25,5 %	24,3 %	23,6 %	23,4 %	23,2 %	22,9 %	22,8 %	22,6 %	22,5 %

source: TREMOD MM ⁵⁾

Table 4: Resulting estimates for fuel consumption in 2- and 4-stroke engines, in terajoules

	1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
2-stroke engines														
Gasoline	614	1.191	1.592	1.667	2.498	3.033	3.023	2.841	3.023	3.249	3.258	3.266	3.150	3.137
Biogasoline	0	0	0	11	97	124	134	122	131	141	142	138	142	135
4-stroke engines														
Gasoline	1.563	1.204	803	728	881	1.036	972	879	923	979	970	962	920	909

Biogasoline	0	0	0	5	34	42	43	38	40	42	42	41	41	39
Σ 1.A.4.b ii	2.177	2.395	2.395	2.411	3.510	4.236	4.172	3.879	4.118	4.411	4.412	4.406	4.253	4.221

Emission factors

The emission factors used here are of rather different quality: For all **main pollutants, carbon monoxide** and **particulate matter**, annually changing values computed within TREMOD-MM (Knörr et al. (2019b))⁶⁾ are used, representing the development of mitigation technologies and the effect of fuel-quality legislation.

Here, as no such specific EF are available for biofuels, the values used for gasoline are applied to bioethanol, too.

For lead (Pb) from leaded gasoline and corresponding TSP emissions, additional emissions are calculated from 1990 to 1997 based upon country-specific emission factors from⁷⁾.

Table 4: Annual country-specific emission factors from TREMOD MM¹, in kg/TJ

	1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
4-stroke machinery														
NH₃	0,09	0,09	0,09	0,09	0,09	0,09	0,09	0,09	0,09	0,09	0,09	0,09	0,09	0,09
NM_{VOC}²	475	1.289	1.604	1.651	1.647	1.646	1.645	1.643	1.641	1.638	1.635	1.632	1.628	1.624
NM_{VOC}³	727	819	809	783	774	771	769	767	765	763	762	761	760	756
NO_x	51,0	85,3	103	108	122	124	126	129	131	132	133	134	135	133
SO_x	10,1	8,27	3,22	0,37	0,37	0,37	0,37	0,37	0,37	0,37	0,37	0,37	0,37	0,37
BC⁵	0,31	0,27	0,24	0,23	0,24	0,25	0,25	0,25	0,26	0,26	0,26	0,26	0,26	0,26
PM⁴	6,29	5,46	4,85	4,62	4,87	4,94	5,00	5,06	5,11	5,15	5,19	5,22	5,24	5,25
CO	39.998	32.154	28.346	27.161	27.992	28.278	28.555	28.813	29.047	29.249	29.418	29.548	29.647	29.614
2-stroke machinery														
NH₃	0,07	0,07	0,07	0,07	0,07	0,08	0,08	0,08	0,09	0,09	0,09	0,09	0,09	0,09
NM_{VOC}²	6.126	5.914	5.879	5.816	5.835	5.372	4.327	3.635	3.473	3.315	3.164	3.024	2.900	2.796
NM_{VOC}³	1.387	1.129	510	392	280	288	305	317	321	325	328	331	334	335
NO_x	19,8	25,7	36,3	53,4	63,8	61,9	57,1	55,0	55,9	56,8	57,5	58,2	58,7	59,2
SO_x	10,10	8,27	3,22	0,37	0,37	0,37	0,37	0,37	0,37	0,37	0,37	0,37	0,37	0,37
BC⁵	6,91	6,14	5,13	4,93	4,79	4,93	5,22	5,41	5,49	5,55	5,61	5,67	5,71	5,75
PM⁴	138	123	103	99	96	99	104	108	110	111	112	113	114	115
CO	20.270	18.743	16.255	15.483	14.699	15.068	15.891	16.438	16.618	16.797	16.967	17.125	17.266	17.385
2- and 4-stroke machinery														
TSP⁶	2,35	0,82												
Pb	1,47	0,52												

¹ due to lack of better information: similar EF are applied for fossil and biofuels

² from fuel combustion

³ from gasoline evaporation

⁴ EF(PM_{2,5}) also applied for PM₁₀ and TSP (assumption: > 99% of TSP consists of PM_{2,5})

⁵ estimated via a f-BCs as provided in⁸⁾, Chapter 1.A.2.g vii, 1.A.4.a ii, b ii, c ii, 1.A.5.b i - Non-road, note to Table 3-1: Tier 1 emission factors for off-road machinery

⁶ from leaded gasoline (until 1997)



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.¹⁾

For lead (Pb) from leaded gasoline and corresponding TSP emissions, additional emissions are calculated from 1990 to 1997 based upon country-specific emission factors from⁹⁾.

NOTE: For the country-specific emission factors applied for particulate matter, no clear indication is available, whether or not condensables are included.

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](#)].

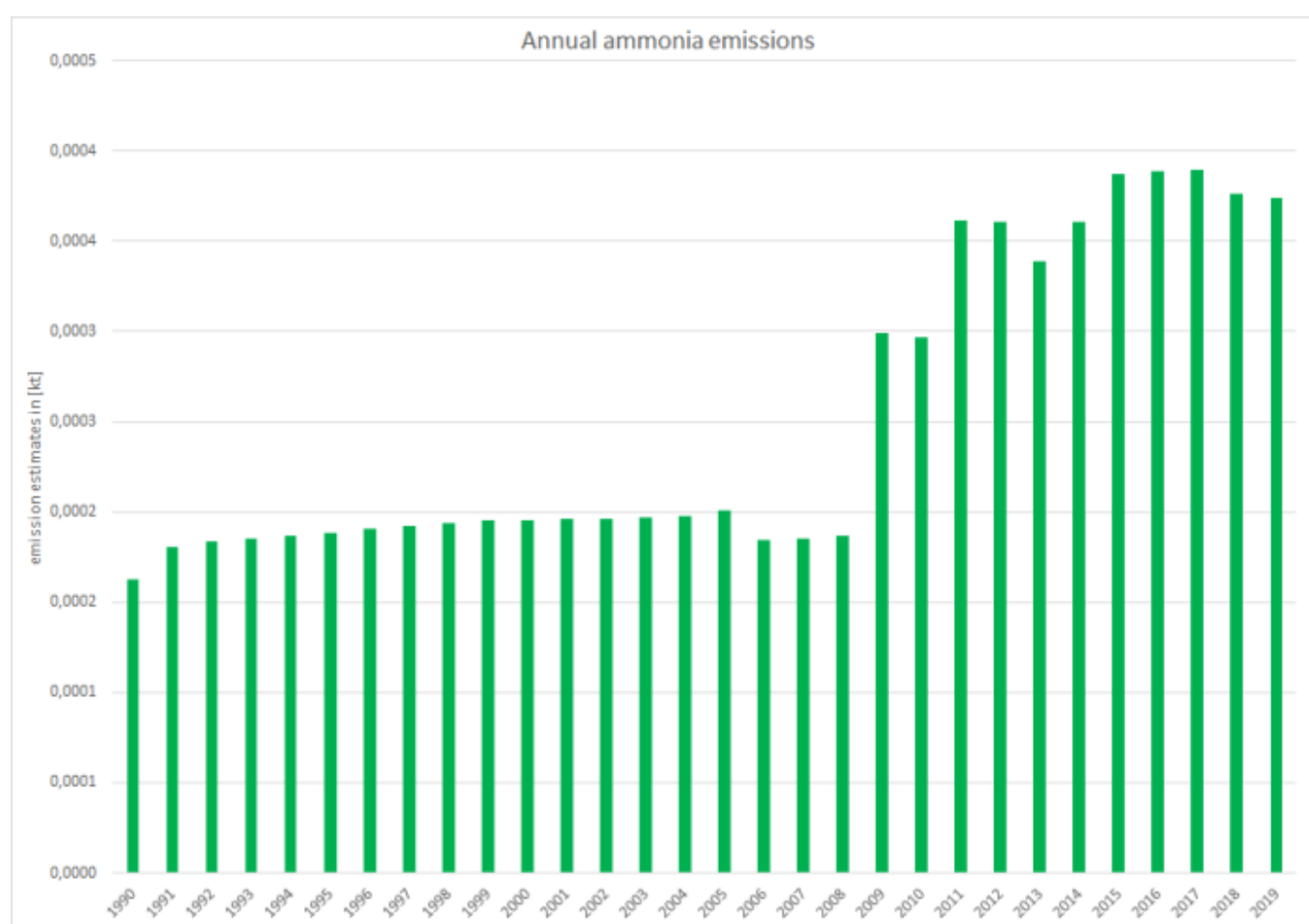
Discussion of emission trends

NFR 1.A.4.b ii is key source for carbon monoxide (CO).

Given the limited quality of gasoline-deliveries data from NEB line 66, the following emission trends are of limited significance only.

Unregulated pollutants (Ammonia, HMs, POPs, ...)

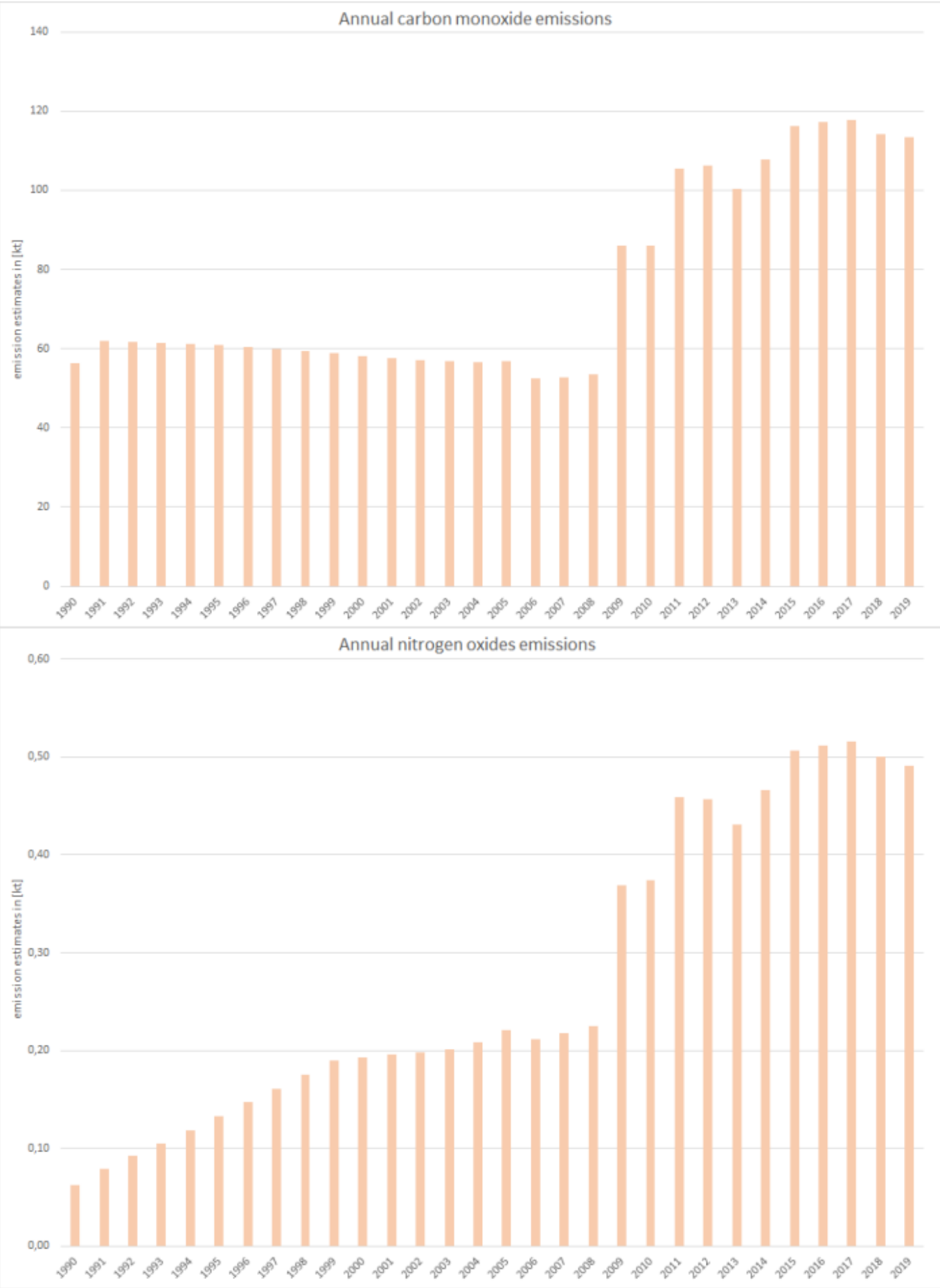
For all unregulated pollutants, emission trends directly follow the trend in fuel consumption.

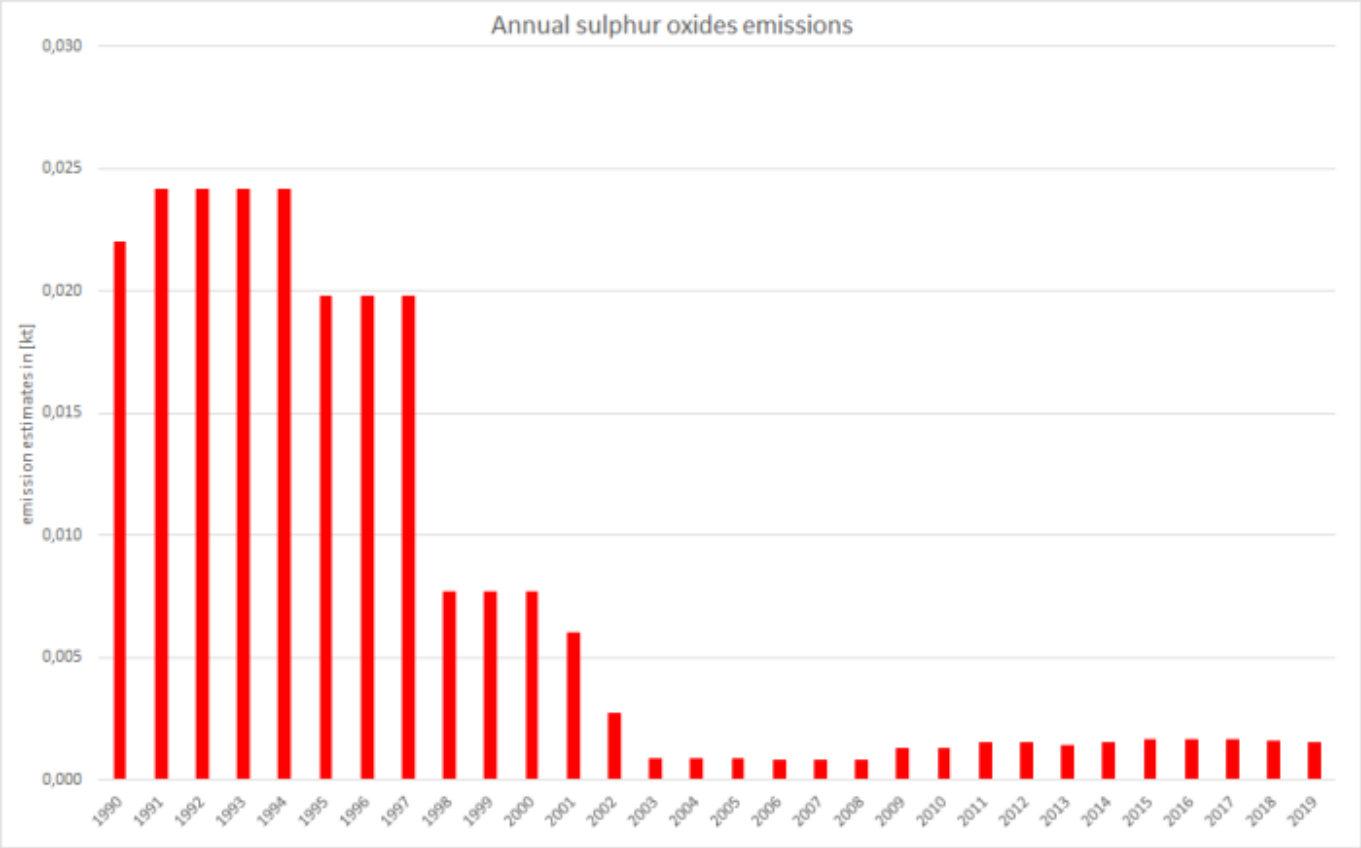


Here, as the emission factors for heavy metals (and POPs) are derived from tier1 default values, the emission's trend is strongly influenced by the share of 2-stroke gasoline fuel (containing lube oil with presumably higher HM content) consumed.

Regulated pollutants

For all regulated pollutants, emission trends follow not only the trend in fuel consumption but also reflect the impact of fuel-quality and exhaust-emission legislation. However, especially for CO and NOx, trends are strongly influenced by the changes in annual fuel deliveries as provided in NEB line 66.





Particulate matter

Over-all PM emissions are by far dominated by emissions from diesel oil combustion with the falling trend basically following the decline in fuel consumption between 2000 and 2005. Nonetheless, the decrease of the over-all emission trend was and still is amplified by the expanding use of particle filters especially to eliminate soot emissions.

Additional contributors such as the impact of TSP emissions from the use of leaded gasoline (until 1997) have no significant effect onto over-all emission estimates.

Here, as the EF(BC) are estimated via fractions provided in ¹⁰⁾, black carbon emissions follow the corresponding emissions of PM_{2.5}.



Recalculations

Table 5: Revised annual shares of 2- and 4-stroke engines

	1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018
2-stroke machinery													
Submission 2021	0,282	0,497	0,665	0,696	0,739	0,745	0,757	0,764	0,766	0,768	0,771	0,772	0,774
Submission 2020	0,282	0,497	0,665	0,687	0,728	0,734	0,745	0,752	0,755	0,757	0,759	0,761	0,763
absolute change	0,000	0,000	0,000	0,009	0,011	0,012	0,012	0,012	0,012	0,011	0,011	0,011	0,011
relative change	0,00%	0,00%	0,00%	1,28%	1,57%	1,61%	1,58%	1,55%	1,54%	1,52%	1,49%	1,49%	1,48%
4-stroke machinery													
Submission 2021	0,718	0,503	0,335	0,304	0,261	0,255	0,243	0,236	0,234	0,232	0,229	0,228	0,226
Submission 2020	0,718	0,503	0,335	0,313	0,272	0,266	0,255	0,248	0,245	0,243	0,241	0,239	0,237
absolute change	0,000	0,000	0,000	-0,009	-0,011	-0,012	-0,012	-0,012	-0,012	-0,011	-0,011	-0,011	-0,011
relative change	0,00%	0,00%	0,00%	-2,81%	-4,19%	-4,44%	-4,62%	-4,70%	-4,73%	-4,72%	-4,70%	-4,76%	-4,77%

Table 5: Resulting revised annual fuel consumptions of 2- and 4-stroke engines

	1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018
2-stroke machinery													
Submission 2021	1.563	1.204	803	733	915	1.078	1.015	917	963	1.021	1.012	1.003	961
Submission 2020	1.563	1.204	803	754	955	1.128	1.065	962	1.010	1.072	1.062	1.053	1.009
absolute change	0,00	0,00	0,00	-21,2	-40,0	-50,1	-49,1	-45,3	-47,7	-50,6	-49,9	-50,1	-48,1
relative change	0,00%	0,00%	0,00%	-2,81%	-4,19%	-4,44%	-4,62%	-4,70%	-4,73%	-4,72%	-4,70%	-4,76%	-4,77%
4-stroke machinery													
Submission 2021	614	1.191	1.592	1.679	2.594	3.158	3.157	2.963	3.155	3.390	3.399	3.404	3.292
Submission 2020	614	1.191	1.592	1.658	2.554	3.108	3.108	2.917	3.107	3.340	3.349	3.354	3.244
absolute change	0,00	0,00	0,00	21,20	40,03	50,09	49,13	45,26	47,74	50,63	49,89	50,11	48,11
relative change	0,00%	0,00%	0,00%	1,28%	1,57%	1,61%	1,58%	1,55%	1,54%	1,52%	1,49%	1,49%	1,48%

As all **emission factors** remain unchanged, recalculations occur only for 2017, resulting from the application of **activity data** from the now finalised National Energy Balance 2017.

Table 7: Revised total inland fuel deliveries 2017 for household-related consumption, in terajoules

=			= gasoline			= biogasoline
	= total	= 2-stroke	= 4-stroke	= total	= 2-stroke	= 4-stroke
~ Submission 2020	> 4,228	> 1.010	> 3,218	> 178	> 42.6	> 135.7
~ Submission 2019	> 4,228	> 1.010	> 3,218	> 180	> 43.0	> 137.0
~ absolute change	> 0	> 0	> 0	> -2	> -0.4	> -1.3
~ relative change	> 0.00%	> 0.00%	> 0.00%	> -0.96%	> -0.98%	> -0.96%



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](#).

Uncertainties

Uncertainty estimates for **activity data** of mobile sources derive from research project FKZ 360 16 023 (Knörr et al. (2009))¹¹⁾: "Ermittlung der Unsicherheiten der mit den Modellen TREMOD und TREMOD-MM berechneten Luftschadstoffemissionen des landgebundenen Verkehrs in Deutschland".

Uncertainty estimates for **emission factors** were compiled during the PAREST research project. Here, the final report has not yet been published.

Planned improvements

Besides a **routine revision** of the **TREMOD MM** model, no specific improvements are planned at the moment.

FAQs

Why are similar EF applied for estimating exhaust heavy metal emissions from both fossil and biofuels?

The EF provided in ¹²⁾ represent summatory values for (i) the fuel's and (ii) the lubricant's heavy-metal content as well as (iii) engine wear. Here, there might be no heavy metal contained in biofuels. But since the specific shares of (i), (ii) and (iii) cannot be separated, and since the contributions of lubricant and engine wear might be dominant, the same emission factors are applied to biodiesel and bioethanol.

(Aufruf: 29.10.2019), Köln & Berlin, 2019. : 2 : Knörr et al. (2019b): Knörr, W., Heidt, C., Gores, S., & Bergk, F.: ifeu Institute for Energy and Environmental Research (Institut für Energie- und Umweltforschung Heidelberg gGmbH, ifeu): Aktualisierung des Modells TREMOD-Mobile Machinery (TREMOD MM) 2019, Heidelberg, 2019. : 3 : EMEP/EEA, 2019: EMEP/EEA air pollutant emission inventory guidebook – 2019, Copenhagen, 2019. : 4 : Rentz et al., 2008: Nationaler Durchführungsplan unter dem Stockholmer Abkommen zu persistenten organischen Schadstoffen (POPs), im Auftrag des Umweltbundesamtes, FKZ 205 67 444, UBA Texte | 01/2008, January 2008 - URL: <http://www.umweltbundesamt.de/en/publikationen/nationaler-durchfuehrungsplan-unter-stockholmer> : 5 : Knörr et al. (2009): Knörr, W., Heldstab, J., & Kasser, F.: Ermittlung der Unsicherheiten der mit den Modellen TREMOD und TREMOD-MM berechneten Luftschadstoffemissionen des landgebundenen Verkehrs in Deutschland; final report; URL: <https://www.umweltbundesamt.de/sites/default/files/medien/461/publikationen/3937.pdf>, FKZ 360 16 023, Heidelberg & Zürich, 2009. [bibliography](#)

¹⁾ (bibcite 1)

²⁾ (bibcite 1)

³⁾ (bibcite 2)

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¹²⁾ (bibcite 4)

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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.