

Adjustment DE-A regarding NO_x 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 "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_x 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_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 EM¹**

¹ "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_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 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 ⁶⁾, 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 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_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 6.12 (Knörr et al., 2021a) 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	-296.1	-300.7	-300.4	-305.2	-294.9	-274.9	-250.9	-221.1	-179.6	-144.8

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_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

Adjustment overview for years 2010 to 2019

NFR Code	Fuel	Year	Activity Data			Implied Emission Factor			NO _x Emissions			
			current in [TJ]	adjusted in [TJ]	difference in [%]	current in [kg/TJ]	adjusted in [kg/TJ]	difference in [%]	current in [kg]	adjusted in [kg]	adjustment in [%]	difference
1.A.3.b.i	gasoline		795.957	795.957	0%	37.55	84.99	-13%	77.644.842	67.590.906	9.993.936	-13%
1.A.3.b.i	diesel oil		629.380	629.380	0%	429.45	180.51	-63%	227.341.696	84.370.461	142.378.635	-63%
1.A.3.b.ii	gasoline		6.325	6.325	0%	255.87	214.75	-16%	1.618.432	1.358.328	268.104	-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	gasoline		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	154.956.160	99.892.083	-39%
1.A.3.b.iv	gasoline		19.712	19.712	0%	113.68	188.43	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	88.138.909	152.174.882	-63%
1.A.3.b.ii	gasoline		6.118	6.118	0%	229.36	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	gasoline		47.365	47.365	0%	592.65	448.99	-24%	28.071.221	21.286.323	6.884.898	-24%
1.A.3.b.iii	diesel oil		563.891	563.891	0%	410.38	244.97	-40%	231.410.271	138.136.342	93.273.929	-40%
1.A.3.b.iv	gasoline		19.289	19.289	0%	119.79	171.60	54%	2.137.002	3.299.162	-1.162.160	54%
1.A.3.b TOTAL		2011	2.106.883	2.106.883	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	58.877.229	5.802.765	-9%
1.A.3.b.i	diesel oil		555.245	555.245	0%	435.96	158.66	-64%	242.062.902	88.896.699	153.866.203	-64%
1.A.3.b.ii	gasoline		5.657	5.657	0%	218.93	183.15	-12%	1.238.520	1.092.662	145.859	-12%
1.A.3.b.ii	diesel oil		114.360	114.360	0%	481.91	128.17	-75%	55.106.362	13.741.354	41.365.008	-75%
1.A.3.b.iii	gasoline		50.902	50.902	0%	533.22	384.33	-28%	27.141.913	19.563.208	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%	80.35	74.05	-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	164.834.718	-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%	57.003.533	13.690.488	43.433.045	-76%
1.A.3.b.iii	gasoline		51.716	51.716	0%	509.64	368.06	-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	-19%	211.807.531	124.798.469	87.099.062	-41%
1.A.3.b.iv	gasoline		18.229	18.229	0%	104.34	175.30	68%	1.902.688	3.197.038	-1.294.351	68%
1.A.3.b TOTAL		2013	2.132.683	2.132.683	0%			0%	616.079.663	316.854.371	305.224.692	-50%
1.A.3.b.i	gasoline		752.526	752.526	0%	76.03	73.09	-4%	57.215.533	54.998.921	2.216.612	-4%
1.A.3.b.i	diesel oil		626.845	626.845	0%	435.87	159.12	-63%	272.876.061	99.613.892	173.262.169	-63%
1.A.3.b.ii	gasoline		5.845	5.845	0%	190.34	176.49	-7%	1.112.184	1.031.612	80.572	-7%
1.A.3.b.ii	diesel oil		128.578	128.578	0%	475.56	116.96	-77%	61.546.575	14.267.237	46.879.338	-77%
1.A.3.b.iii	gasoline		49.143	49.143	0%	468.37	339.99	-27%	23.017.116	16.708.234	6.308.881	-27%
1.A.3.b.iii	diesel oil		672.754	672.754	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%	109.59	179.24	78%	1.878.294	3.346.794	-1.468.499	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%	74.38	71.73	-4%	53.190.787	51.300.983	1.889.805	-4%
1.A.3.b.i	diesel oil		645.565	645.565	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%	1.083.527	1.000.999	82.528	-8%
1.A.3.b.ii	diesel oil		135.386	135.386	0%	469.35	187.96	-77%	63.605.443	14.607.490	48.997.953	-77%
1.A.3.b.iii	gasoline		52.287	52.287	0%	458.96	327.99	-29%	23.997.617	17.149.448	6.848.170	-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%	93.32	189.69	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	274.853.670	-48%
1.A.3.b.i	gasoline		715.272	715.272	0%	79.93	76.65	-4%	59.736.367	56.535.049	3.201.318	-5%
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%	193.27	171.06	-10%	1.068.292	1.013.678	54.614	-5%
1.A.3.b.ii	diesel oil		144.868	144.868	0%	456.12	185.62	-77%	65.712.732	15.216.007	50.496.725	-77%
1.A.3.b.iii	gasoline		54.157	54.157	0%	424.73	308.24	-27%	23.002.109	16.633.117	6.368.992	-27%
1.A.3.b.iii	diesel oil		594.813	594.813	0%	226.31	180.97	-20%	134.431.699	107.496.262	26.935.637	-20%
1.A.3.b.iv	gasoline		18.785	18.785	0%	96.14	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%	553.199.558	302.991.820	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%	272.126.691	112.810.721	159.315.970	-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	gasoline		53.382	53.382	0%	370.80	288.71	-23%	19.793.901	15.304.828	4.489.073	-23%
1.A.3.b.iii	diesel oil		598.263	598.263	0%	195.02	175.92	-10%	116.671.141	108.248.508	8.422.633	-10%
1.A.3.b.iv	gasoline		19.180	19.180	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	221.679.424	-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	gasoline		51.634	51.634	0%	389.75	263.53	-15%	15.983.526	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%	1.608.568	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	48.238.026	-4.336.084	10%
1.A.3.b.i	diesel oil		663.841	663.841	0%	349.81	165.07	-52%	229.566.088	109.582.982	119.983.106	-52%
1.A.3.b.ii	gasoline		6.683	6.683	0%	148.08	153.25	5%	976.219	1.024.150	-47.931	5%
1.A.3.b.ii	diesel oil		169.183	169.183	0%	347.42	181.90	-71%	55.303.536	16.221.445	39.081.890	-71%
1.A.3.b.iii	gasoline		52.939	52.939	0%	274.41	247.81	-10%	14.627.012	13.118.578	1.488.434	-10%
1.A.3.b.iii	diesel oil		595.913	595.913	0%	153.35</						

Adjustment details for 2020

NFR Code	Fuel	Activity Data			Implied Emission Factor			NO _x Emissions			
		current	adjusted	difference	current	adjusted	difference	current	adjusted	difference	
		in [t]	in [t]	in [%]	in [g/T]	in [g/T]	in [%]	in [kg]	in [kg]	in [t]	
1.A.3.a.i - Passenger Cars	Gasoline	pre-Cars	13,065	13,065	0%	584.75	514.25	-8%	7,965,060	6,986,917	-978,143
		Car 1	76,541	76,541	0%	338.50	297.71	-9%	25,915,925	20,189,262	-5,726,663
		Car 2	96,425	96,425	0%	172.95	135.03	-22%	16,580,020	13,020,026	-3,559,994
		Car 3	133,139	133,139	0%	58.51	70.19	20%	7,790,384	9,343,433	1,553,049
		Car 4	444,991	444,991	0%	42.27	42.19	0%	18,911,389	18,773,529	-137,859
		Car 5	31,234	31,234	0%	18.61	42.19	127%	581,142	1,317,737	736,595
	Car 6	0	0	0%	25.08	42.19	67%	2	2	0	
	Gasoline total	795,957	795,957	0%	97.55	84.39	-13%	37,648,842	31,456,965	-6,191,876	
	pre-Cars	1,113	1,113	0%	311.13	244.56	-21%	383,760	247,256	-136,504	
	Car 1	10,330	10,330	0%	266.42	265.17	-1%	3,064,428	2,741,387	-323,041	
	Car 2	50,088	50,088	0%	408.90	275.19	-49%	20,372,793	10,974,270	-9,398,524	
	Car 3	134,025	134,025	0%	542.94	176.54	-47%	72,648,173	23,929,276	-48,718,897	
	Car 4	279,154	279,154	0%	354.37	140.58	-43%	107,299,180	39,243,811	-68,055,369	
	Car 5	53,547	53,547	0%	434.70	140.58	-48%	23,276,735	7,527,796	-15,748,939	
	Car 6	334	334	0%	257.62	140.58	-45%	85,044	46,953	-38,091	
Diesel Oil total	529,380	529,380	0%	429.45	140.55	-42%	227,341,096	84,920,481	-142,420,615		
PKs Total	1,325,337	1,325,337	0%	238.12	155.14	-36%	364,985,938	152,421,367	-212,564,570		
pre-Cars	1,249	1,249	0%	627.29	642.55	1%	783,320	898,871	115,551		
Car 1	267	267	0%	861.95	297.39	-45%	368,969	186,020	-182,949		
Car 2	1,393	1,393	0%	264.75	184.41	-30%	368,948	256,917	-112,031		
Car 3	855	855	0%	82.47	90.63	10%	70,631	77,625	6,994		
Car 4	2,420	2,420	0%	36.32	44.90	24%	87,967	106,679	28,712		
Car 5	49	49	0%	15.34	44.90	183%	750	2,218	1,468		
Car 6	0	0	0%	0	0	0%	0	0	0		
Gasoline total	6,325	6,325	0%	255.87	274.75	16%	1,478,832	1,358,328	-120,504		
pre-Cars	4,876	4,876	0%	425.99	386.79	-9%	2,077,142	1,436,903	-640,239		
Car 1	5,989	5,989	0%	395.19	276.24	-40%	2,269,095	1,289,036	-979,059		
Car 2	13,126	13,126	0%	336.76	133.10	-42%	4,420,380	2,534,731	-1,885,649		
Car 3	33,249	33,249	0%	531.01	150.58	-29%	17,655,823	5,085,760	-12,570,063		
Car 4	54,581	54,581	0%	491.42	80.69	-42%	26,021,036	4,840,722	-21,180,314		
Car 5	1,629	1,629	0%	427.50	80.69	-79%	696,296	144,434	-551,862		
Car 6	0	0	0%	151.73	80.69	-42%	7	4	-3		
Diesel Oil total	113,450	113,450	0%	476.34	134.94	-29%	54,083,533	15,311,584	-38,771,949		
LNGs Total	119,175	119,175	0%	464.70	139.18	-29%	55,658,966	16,689,833	-38,969,133		
pre-Cars	3,382	3,382	0%	1036.25	1029.78	-0%	3,674,067	3,452,644	-221,423		
Car 1	2,826	2,826	0%	749.41	732.14	-2%	2,117,071	2,126,395	9,324		
Car 2	10,152	10,152	0%	801.96	643.47	-20%	8,140,119	6,532,213	-1,607,906		
Car 3	15,090	15,090	0%	833.22	437.25	-30%	13,065,776	7,269,299	-5,796,477		
Car 4	5,481	5,481	0%	488.63	351.65	-22%	2,450,016	1,921,527	-528,489		
Car 5	10,326	10,326	0%	337.28	182.33	-46%	3,882,417	1,882,644	-1,999,773		
Car 6	0	0	0%	0	0	0%	0	0	0		
Buses Total	48,044	48,044	0%	623.80	482.55	-23%	29,931,266	23,183,732	-6,747,534		
pre-Cars	10,185	10,185	0%	1046.10	787.37	-26%	10,510,623	7,754,130	-2,756,493		
Car 1	5,677	5,677	0%	759.59	575.55	-23%	4,261,383	3,287,681	-973,702		
Car 2	30,508	30,508	0%	817.62	524.79	-36%	31,525,526	20,224,079	-11,301,447		
Car 3	168,233	168,233	0%	626.28	274.48	-41%	84,126,182	50,617,271	-33,508,911		
Car 4	69,635	69,635	0%	368.34	280.02	-24%	27,183,867	20,165,636	-7,018,231		
Car 5	283,934	283,934	0%	278.42	151.65	-45%	78,404,643	43,116,987	-35,287,656		
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	134,696,160	-158,452,083		
pre-Cars	7,973	7,973	0%	122.90	149.18	22%	372,721	1,189,353	2,186,632		
Car 1	5,231	5,231	0%	123.77	185.74	34%	647,479	887,039	239,560		
Car 2	3,587	3,587	0%	141.16	184.21	30%	585,362	696,681	111,319		
Car 3	2,920	2,920	0%	38.11	184.21	387%	116,190	617,032	400,842		
Car 4	0	0	0%	0	0	0%	0	0	0		
Car 5	0	0	0%	0	0	0%	0	0	0		
MOWs Total	19,172	19,172	0%	113.68	188.43	48%	2,249,149	3,320,034	1,070,885		
1.A.3.b - Road Transport	Total	2,079,688	2,079,688	0%	218.62	168.23	-23%	645,965,162	349,851,296	-296,113,866	

Adjustment details for 2021

NFR Code	Fuel	Activity Data			Implied Emission Factor			NO _x Emissions			
		current	adjusted	difference	current	adjusted	difference	current	adjusted	difference	
		in [t]	in [t]	in [%]	in [g/T]	in [g/T]	in [%]	in [kg]	in [kg]	in [t]	
1.A.3.a.i - Passenger Cars	Gasoline	pre-Cars	13,063	13,063	0%	592.96	534.68	-9%	7,720,235	6,979,435	-740,801
		Car 1	61,979	61,979	0%	347.96	240.16	-31%	21,040,430	14,884,961	-6,155,469
		Car 2	87,083	87,083	0%	179.38	136.68	-24%	15,629,983	11,883,782	-3,746,201
		Car 3	124,330	124,330	0%	61.94	71.52	16%	7,683,891	8,891,671	1,207,780
		Car 4	442,185	442,185	0%	43.84	43.68	0%	19,384,914	19,376,439	-8,475
		Car 5	66,057	66,057	0%	18.58	43.68	135%	1,227,381	2,085,636	1,658,255
	Car 6	1	1	0%	25.08	43.68	65%	17	20	3	
	Gasoline total	794,688	794,688	0%	92.09	81.65	-11%	33,183,891	28,451,951	-4,731,940	
	pre-Cars	1,084	1,084	0%	629.25	642.55	1%	162,214	193,373	31,159	
	Car 1	283	283	0%	818.74	284.47	-46%	243,289	86,158	-157,131	
	Car 2	1,184	1,184	0%	268.66	191.66	-29%	310,529	223,189	-87,340	
	Car 3	783	783	0%	85.97	95.39	11%	67,320	74,782	7,462	
	Car 4	2,582	2,582	0%	37.38	46.51	24%	95,786	119,162	23,376	
	Car 5	241	241	0%	16.13	46.51	188%	3,082	11,390	7,308	
	Car 6	0	0	0%	15.33	46.51	283%	1	3	2	
Gasoline total	6,178	6,178	0%	229.35	186.62	-13%	1,483,081	1,254,776	-228,305		
pre-Cars	3,395	3,395	0%	425.99	386.79	-9%	1,989,280	1,225,662	-763,618		
Car 1	4,787	4,787	0%	395.71	276.24	-40%	1,984,360	1,030,426	-953,934		
Car 2	10,910	10,910	0%	336.90	133.10	-42%	3,644,582	2,091,863	-1,552,719		
Car 3	28,076	28,076	0%	541.53	150.54	-29%	15,637,249	4,346,870	-11,290,379		
Car 4	60,832	60,832	0%	493.82	80.26	-42%	30,039,914	5,429,011	-24,610,904		
Car 5	6,609	6,609	0%	448.95	80.26	-40%	2,930,190	594,364	-2,335,826		
Car 6	0	0	0%	154.21	80.26	-43%	16	6	-10		
Diesel Oil total	115,967	115,967	0%	481.55	126.90	-24%	55,844,519	14,718,142	-41,126,376		
LNGs Total	122,085	122,085	0%	464.52	130.55	-29%	57,247,599	16,932,898	-40,314,699		
pre-Cars	2,620	2,620	0%	1092.69	1019.78	-6%	2,936,189	2,671,331	-264,858		
Car 1	2,250	2,250	0%	752.91	732.14	-2%	1,659,787	1,696,297	36,510		
Car 2	9,074	9,074	0%	804.17	643.36	-20%	7,287,125	5,837,859	-1,449,266		
Car 3	14,087	14,087	0%	833.16	437.38	-30%	9,425,890	6,089,064	-3,336,826		
Car 4	5,131	5,131	0%	488.88	351.61	-22%	2,383,338	1,885,274	-498,064		
Car 5	13,286	13,286	0%	336.66	182.62	-46%	4,669,062	2,446,399	-2,222,663		
Car 6	0	0	0%	0	0	0%	0	0	0		
Buses Total	47,365	47,365	0%	592.65	448.99	-24%	28,071,221	21,286,325	-6,784,896		
pre-Cars	8,044	8,044	0%	1038.67	783.88	-26%	8,355,423	6,144,933	-2,210,490		
Car 1	4,384	4,384	0%	759.16	574.04	-23%	3,289,422	2,536,377	-753,045		
Car 2	29,277	29,277	0%	817.97	520.31	-36%	23,947,723	15,233,223	-8,714,500		
Car 3	121,581	121,581	0%	626.56	272.63	-41%	77,271,620	45,742,437	-31,529,183		
Car 4	69,430	69,430	0%	353.20	289.43	-20%	22,977,784	16,989,686	-6,988,098		
Car 5	342,175	342,175	0%	279.30	152.63	-46%	95,969,479	52,019,687	-43,949,792		
Car 6	0	0	0%	0	0	0%	0	0	0		
Trucks Total	563,891	563,891	0%	418.38	244.97	-40%	271,470,271	13			

Adjustment details for 2023

NFR Code	Fuel	Activity Data			Implied Emission Factor			NO _x 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	11,541	11,541	0%	607.72	636.38	-52%	7,026,041	6,189,785	-836,256	-52%
		Car 1	47,487	47,487	0%	348.56	341.62	-31%	16,571,746	11,426,129	-5,145,617	-31%
		Car 2	72,781	72,781	0%	164.27	137.82	-25%	13,487,749	10,035,380	-3,452,369	-25%
		Car 3	189,443	189,443	0%	63.99	72.62	14%	6,927,963	7,875,172	947,209	14%
		Car 4	488,541	488,541	0%	45.29	45.13	-1%	18,541,881	18,436,736	-105,145	-1%
		Car 5	181,961	181,961	0%	18.61	45.13	142%	1,897,355	4,681,311	2,783,956	142%
	Gasoline total	792,957	792,957	0%	85.73	78.88	-9%	64,379,943	58,577,229	-5,802,715	-9%	
	pre-Cars	1,487	1,487	0%	311.86	284.56	-9%	463,963	383,922	-80,041	-9%	
	Car 1	6,660	6,660	0%	257.79	246.44	-11%	1,980,264	1,717,787	-262,477	-11%	
	Car 2	33,967	33,967	0%	408.82	279.27	-40%	13,887,432	7,445,646	-6,441,787	-46%	
Car 3	183,539	183,539	0%	564.82	176.63	-69%	58,389,037	10,434,837	-47,954,200	-82%		
Car 4	234,943	234,943	0%	298.41	146.46	-51%	91,724,199	34,488,997	-57,235,202	-62%		
Car 5	173,112	173,112	0%	434.89	146.46	-66%	75,284,364	25,353,375	-49,930,989	-66%		
Car 6	1,557	1,557	0%	219.84	186.46	-14%	484,664	220,086	-264,578	-54%		
Diesel Oil total	555,245	555,245	0%	415.36	158.66	-62%	242,962,982	88,096,699	-154,866,283	-64%		
FCs Total	1,386,202	1,386,202	0%	234.61	152.29	-35%	386,442,896	146,673,927	-239,768,969	-35%		
pre-Cars	962	962	0%	832.39	649.95	-21%	487,779	621,166	133,387	21%		
Car 1	232	232	0%	803.24	583.22	-27%	189,985	70,295	-119,690	-63%		
Car 2	989	989	0%	271.36	195.74	-28%	268,154	133,598	-134,556	-50%		
Car 3	835	835	0%	89.38	98.33	10%	74,623	82,032	7,409	10%		
Car 4	2,030	2,030	0%	38.49	47.58	24%	78,155	96,611	18,456	24%		
Car 5	610	610	0%	16.36	47.58	182%	9,941	29,011	19,070	192%		
Car 6	0	0	0%	15.37	47.58	210%	2	6	4	210%		
Gasoline total	5,657	5,657	0%	218.93	193.15	-25%	1,238,200	1,092,667	-145,533	-12%		
pre-Cars	3,281	3,281	0%	424.46	286.79	-33%	1,368,754	982,093	-386,661	-28%		
Car 1	3,666	3,666	0%	399.34	276.24	-30%	1,445,963	1,017,034	-428,929	-29%		
Car 2	8,479	8,479	0%	336.46	193.38	-42%	2,852,325	1,639,772	-1,212,553	-43%		
Car 3	23,785	23,785	0%	558.53	150.44	-73%	13,050,281	3,585,082	-9,465,199	-73%		
Car 4	59,485	59,485	0%	454.22	80.85	-82%	29,369,078	5,337,395	-24,031,683	-82%		
Car 5	15,964	15,964	0%	442.70	80.85	-82%	7,043,461	1,420,986	-5,622,475	-80%		
Car 6	1	1	0%	151.94	80.85	-47%	122	72	-50	-41%		
Diesel Oil total	114,350	114,350	0%	485.91	120.17	-75%	55,186,382	13,741,354	-41,445,028	-75%		
LNAs Total	120,088	120,088	0%	469.51	125.65	-74%	56,344,963	14,834,676	-41,510,287	-74%		
pre-Cars	1,326	1,326	0%	1091.46	1919.45	4%	1,430,640	1,352,283	-78,357	-5%		
Car 1	1,249	1,249	0%	727.34	151.15	-79%	987,476	537,184	-450,292	-46%		
Car 2	7,780	7,780	0%	763.46	643.34	-15%	6,085,031	4,997,478	-1,087,553	-18%		
Car 3	14,483	14,483	0%	629.94	437.61	-31%	9,073,197	6,089,744	-2,983,453	-33%		
Car 4	5,331	5,331	0%	468.90	361.88	-23%	2,642,179	1,875,777	-766,402	-29%		
Car 5	30,752	30,752	0%	347.84	182.99	-47%	7,219,643	3,787,467	-3,432,176	-47%		
Car 6	73	73	0%	64.52	182.99	284%	3,961	13,296	9,334	236%		
Diesel Total	50,982	50,982	0%	533.28	384.33	-28%	27,141,913	19,946,288	-7,195,625	-27%		
pre-Cars	6,922	6,922	0%	1036.95	758.82	-27%	7,107,543	5,252,345	-1,855,198	-26%		
Car 1	3,630	3,630	0%	749.70	570.57	-24%	2,721,329	2,071,111	-650,218	-24%		
Car 2	23,577	23,577	0%	811.27	516.43	-36%	19,822,253	12,175,855	-7,646,398	-38%		
Car 3	96,736	96,736	0%	634.65	370.21	-42%	61,287,137	35,848,665	-25,438,472	-42%		
Car 4	50,650	50,650	0%	356.50	280.44	-21%	19,982,680	14,880,877	-5,101,803	-26%		
Car 5	485,981	485,981	0%	261.24	152.32	-42%	116,149,955	61,626,577	-54,523,378	-46%		
Car 6	2,380	2,380	0%	189.467	360.323	189%	189,467	360,323	170,856	233%		
Diesel Total	589,585	589,585	0%	385.33	224.69	-41%	224,829,180	132,064,753	-92,764,427	-41%		
pre-Cars	6,780	6,780	0%	122.76	151.03	23%	822,539	1,011,920	189,381	23%		
Car 1	4,366	4,366	0%	134.61	171.39	26%	536,615	738,050	201,435	38%		
Car 2	3,267	3,267	0%	136.22	184.95	43%	445,087	636,833	191,746	43%		
Car 3	3,994	3,994	0%	38.66	184.95	382%	158,286	778,616	620,330	392%		
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	18,288	18,288	0%	167.41	175.28	11%	1,982,548	3,163,438	1,180,890	61%		
1.A.3.b. Road Transport Total	2,084,964	2,084,964	0%	295.79	151.71	-49%	616,721,438	296,381,343	-320,340,094	-48%		

Adjustment details for 2023

NFR Code	Fuel	Activity Data			Implied Emission Factor			NO _x 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	11,680	11,680	0%	618.27	619.35	-0%	7,011,641	5,967,452	-1,044,189	-52%
		Car 1	37,743	37,743	0%	353.78	341.68	-32%	13,362,986	9,129,495	-4,233,491	-32%
		Car 2	62,680	62,680	0%	189.93	139.33	-27%	11,889,922	8,722,244	-3,167,678	-27%
		Car 3	97,792	97,792	0%	68.38	73.19	9%	6,491,618	7,156,920	665,303	10%
		Car 4	387,911	387,911	0%	47.22	46.52	-1%	18,790,345	18,589,937	-200,407	-1%
		Car 5	138,863	138,863	0%	18.68	46.52	150%	2,583,150	6,439,691	3,856,541	150%
	Car 6	2,714	2,714	0%	25.99	46.52	79%	70,626	126,237	55,611	79%	
	Gasoline total	745,116	745,116	0%	88.35	74.85	-16%	69,190,887	56,671,797	-12,519,090	-18%	
	pre-Cars	987	987	0%	131.28	284.56	-54%	433,081	248,138	-184,943	-43%	
	Car 1	6,605	6,605	0%	298.42	246.79	-17%	1,678,472	1,640,686	-37,786	-2%	
Car 2	28,437	28,437	0%	408.84	279.91	-31%	11,963,522	6,253,531	-5,709,991	-48%		
Car 3	92,795	92,795	0%	574.33	176.67	-69%	53,284,956	16,979,373	-36,305,583	-68%		
Car 4	222,583	222,583	0%	393.55	149.27	-62%	87,595,471	33,225,586	-54,369,885	-62%		
Car 5	233,766	233,766	0%	435.42	149.27	-66%	101,787,275	34,884,788	-66,902,487	-66%		
Car 6	4,536	4,536	0%	219.53	149.27	-42%	5,177,151	677,045	-4,500,106	-87%		
Diesel Oil total	589,131	589,131	0%	437.54	158.75	-64%	257,533,128	83,899,698	-173,633,430	-64%		
FCs Total	1,334,247	1,334,247	0%	217.42	111.77	-49%	317,723,735	146,576,896	-171,146,839	-54%		
pre-Cars	184	184	0%	831.81	649.95	-21%	969,320	779,293	-190,027	-20%		
Car 1	836	836	0%	274.42	291.18	7%	229,520	188,285	-41,235	-21%		
Car 2	784	784	0%	52.66	191.79	36%	72,691	79,780	7,089	10%		
Car 3	1,089	1,089	0%	43.70	48.89	11%	77,284	82,833	5,549	7%		
Car 4	966	966	0%	16.67	48.89	183%	15,187	47,268	31,081	193%		
Car 5	1	1	0%	17.68	48.89	170%	26	72	46	176%		
Gasoline total	5,578	5,578	0%	262.86	184.67	-30%	1,131,299	1,026,727	-104,572	-9%		
pre-Cars	2,754	2,754	0%	424.37	286.79	-32%	1,988,757	1,444,928	-543,829	-28%		
Car 1	2,948	2,948	0%	399.75	276.25	-30%	1,166,782	834,586	-332,196	-28%		
Car 2	6,982	6,982	0%	338.92	193.38	-42%	2,346,147	1,350,674	-995,473	-42%		
Car 3	20,421	20,421	0%	568.12	150.38	-73%	11,437,995	3,070,913	-8,367,082	-73%		
Car 4	55,887	55,887	0%	497.72	90.45	-82%	27,775,440	5,048,416	-22,727,024	-82%		
Car 5	29,024	29,024	0%	441.97	90.45	-80%	13,191,305	2,687,664	-10,503,641	-80%		
Car 6	41	41	0%	151.26	90.45	-40%	6,160	3,688	-2,472	-40%		
Diesel Oil total	118,777	118,777	0%	488.66	154.93	-68%	57,083,513	13,656,488	-43,427,025	-76%		
LNAs Total	124,354	124,354	0%	468.54	158.63	-66%	58,214,142	14,677,275	-43,536,867	-75%		
pre-Cars	1,172	1,172	0%	1096.69	1919.23	4%						

Adjustment details for 2024

NFR Code	Fuel	Activity Data			Implied Emission Factor			NO _x Emissions				
		current	adjusted	difference	current	adjusted	difference	current	adjusted	difference		
		km [t]	in [%]	in [%]	in [g/t]	in [%]	in [%]	in [kg]	in [%]	in [%]		
1.A.3.a.i. - Passenger Cars	Gasoline	pre-Cars	11,647	11,647	0%	812.37	848.11	-11%	7,132,688	6,327,484	-796,844	-11%
		Car 1	30,667	30,667	0%	358.77	343.93	-32%	11,082,246	7,480,541	-3,621,706	-32%
		Car 2	53,486	53,486	0%	196.58	140.31	-29%	10,514,477	7,584,432	-3,018,844	-29%
		Car 3	87,374	87,374	0%	69.31	73.93	7%	8,965,589	6,459,757	-4,042,218	-7%
		Car 4	387,159	387,159	0%	49.16	47.80	-3%	19,093,585	18,536,009	-523,557	-3%
		Car 5	171,270	171,270	0%	18.59	47.80	151%	3,183,282	0,187,581	-5,004,209	151%
	Gasoline total	752,526	752,526	0%	76.33	73.89	-3%	57,215,533	54,998,501	-2,216,812	-4%	
	pre-Cars	3,341	3,341	0%	311.73	284.66	-9%	4,117,967	364,246	-42,732	-9%	
	Car 1	4,992	4,992	0%	298.92	287.29	-11%	1,482,284	1,387,643	-155,951	-11%	
	Car 2	23,934	23,934	0%	408.71	220.45	-46%	9,734,484	5,276,480	-4,458,004	-46%	
	Car 3	82,749	82,749	0%	589.53	176.81	-69%	48,481,830	14,796,249	-33,685,581	-69%	
	Car 4	211,237	211,237	0%	397.27	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	-81,343,096	-65%	
	Car 6	16,081	16,081	0%	259.34	151.77	-41%	4,170,580	2,480,686	-1,729,814	-41%	
	Diesel oil total	626,045	626,045	0%	415.87	159.12	-62%	272,876,061	89,653,892	-173,262,169	-62%	
	PKs Total	1,378,571	1,378,571	0%	208.44	152.15	-28%	338,091,584	154,652,853	-175,478,261	-53%	
1.A.3.b.i. - Light Duty Vehicles (LDV)	Gasoline	pre-Cars	986	986	0%	832.14	645.96	-22%	568,683	378,724	-18,844	-22%
		Car 1	173	173	0%	868.27	389.96	-54%	160,074	53,576	-66,499	-54%
		Car 2	748	748	0%	204.73	287.11	-31%	212,888	154,839	-58,829	-27%
		Car 3	771	771	0%	99.82	185.21	7%	75,982	81,070	5,078	7%
		Car 4	1,087	1,087	0%	43.47	50.15	9%	81,139	83,618	12,479	9%
		Car 5	1,374	1,374	0%	17.11	50.15	183%	23,517	68,918	45,401	183%
	Car 6	17	17	0%	19.86	50.15	179%	212	870	657	179%	
	Gasoline total	5,845	5,845	0%	199.34	176.49	-7%	1,112,584	1,031,652	-80,972	-7%	
	pre-Cars	2,537	2,537	0%	428.18	386.79	-21%	1,985,879	1,762,259	-287,659	-21%	
	Car 1	2,589	2,589	0%	393.82	276.25	-29%	987,136	639,888	-441,328	-29%	
	Car 2	6,087	6,087	0%	338.81	133.25	-62%	1,985,995	1,160,889	-825,128	-62%	
	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%	499.70	91.69	-82%	26,184,486	4,703,794	-21,944,748	-82%	
	Car 5	46,749	46,749	0%	438.64	91.69	-79%	20,896,234	4,258,626	-16,237,708	-79%	
	Car 6	187	187	0%	151.18	91.69	-40%	29,829	17,974	-11,855	-40%	
	Diesel oil total	128,528	128,528	0%	415.56	170.94	-77%	61,146,525	14,267,237	-46,879,318	-77%	
LDVs Total	134,423	134,423	0%	463.56	153.85	-75%	62,259,180	15,298,849	-46,968,311	-75%		
1.A.3.b.ii. - Heavy Duty Vehicles (HDV)	Diesel Oil	pre-Cars	984	984	0%	1059.49	1919.23	-5%	1,062,384	1,062,921	-48,443	-5%
		Car 1	937	937	0%	728.32	1700.99	3%	699,232	628,359	-18,127	3%
		Car 2	5,588	5,588	0%	704.35	643.67	-9%	4,384,320	3,833,441	-798,807	-9%
		Car 3	11,221	11,221	0%	621.20	458.38	-27%	7,082,740	5,143,528	-1,938,228	-27%
		Car 4	4,270	4,270	0%	461.90	361.79	-21%	1,972,610	1,084,978	-467,632	-24%
		Car 5	32,042	32,042	0%	358.55	183.99	-49%	7,726,911	4,065,532	-3,671,389	-48%
	Car 6	4,182	4,182	0%	42.78	183.99	330%	178,913	789,476	698,563	330%	
	Diesel Total	49,143	49,143	0%	468.37	339.99	-27%	23,017,115	16,788,234	-6,308,881	-27%	
	pre-Cars	4,782	4,782	0%	1034.34	737.35	-29%	4,945,942	3,925,898	-1,428,134	-29%	
	Car 1	2,295	2,295	0%	748.66	581.41	-25%	1,600,088	1,237,759	-412,848	-25%	
	Car 2	13,623	13,623	0%	817.90	510.28	-37%	11,146,862	6,565,738	-4,191,131	-37%	
	Car 3	54,085	54,085	0%	632.52	384.41	-42%	36,589,677	19,927,835	-14,661,841	-42%	
	Car 4	34,037	34,037	0%	396.37	285.34	-30%	13,481,100	9,711,896	-3,779,202	-30%	
	Car 5	389,283	389,283	0%	262.92	153.66	-42%	110,112,782	69,688,043	-40,544,748	-42%	
	Car 6	34,214	34,214	0%	63.95	153.66	189%	3,937,089	11,368,082	7,421,413	189%	
	Trucks Total	572,154	572,154	0%	314.85	186.65	-38%	179,874,133	112,295,562	-67,588,551	-38%	
1.A.3.b.iii. - Motorised Two-Wheelers (M2W)	Gasoline	pre-Cars	6,185	6,185	0%	122.85	158.04	29%	795,185	974,388	218,152	29%
		Car 1	3,837	3,837	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	680,730	226,504	52%
		Car 3	5,385	5,385	0%	39.53	186.25	386%	209,722	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%
	M2Ws Total	18,673	18,673	0%	108.99	179.24	78%	1,878,294	3,581,794	1,468,499	78%	
	1.A.3.b. Road Transport Total	2,153,563	2,153,563	0%	277.27	140.35	-49%	597,120,297	382,252,271	-214,868,025	-49%	

Adjustment details for 2025

NFR Code	Fuel	Activity Data			Implied Emission Factor			NO _x Emissions				
		current	adjusted	difference	current	adjusted	difference	current	adjusted	difference		
		km [t]	in [%]	in [%]	in [g/t]	in [%]	in [%]	in [kg]	in [%]	in [%]		
1.A.3.a.i. - Passenger Cars	Gasoline	pre-Cars	11,380	11,380	0%	833.23	848.11	-14%	7,266,112	6,191,942	-1,074,168	-14%
		Car 1	36,112	36,112	0%	371.34	345.71	-34%	8,963,881	5,924,574	-3,029,298	-34%
		Car 2	42,925	42,925	0%	267.78	142.69	-32%	8,919,785	6,099,659	-2,818,648	-32%
		Car 3	72,871	72,871	0%	73.96	74.74	1%	5,381,361	5,446,237	64,897	1%
		Car 4	353,474	353,474	0%	52.36	49.82	-6%	18,485,637	17,326,221	-1,159,416	-6%
		Car 5	180,783	180,783	0%	19.11	49.82	151%	3,484,481	0,881,456	-5,408,575	151%
	Car 6	29,612	29,612	0%	26.70	49.82	84%	790,791	1,451,433	660,752	84%	
	Gasoline total	715,156	715,156	0%	74.38	71.73	-4%	53,199,187	51,280,933	-1,898,895	-4%	
	pre-Cars	3,979	3,979	0%	319.32	284.66	-9%	387,913	239,733	-58,184	-9%	
	Car 1	4,279	4,279	0%	298.14	287.84	-9%	1,281,930	1,129,969	-152,821	-9%	
	Car 2	19,689	19,689	0%	407.90	220.36	-46%	8,013,687	4,338,179	-3,674,788	-46%	
	Car 3	71,044	71,044	0%	595.91	179.04	-70%	42,271,648	12,719,962	-29,551,686	-70%	
	Car 4	182,410	182,410	0%	401.42	154.07	-62%	77,237,655	29,644,450	-47,593,206	-62%	
	Car 5	364,346	364,346	0%	434.67	154.07	-65%	132,290,433	46,090,424	-86,400,809	-65%	
	Car 6	52,576	52,576	0%	259.76	154.07	-41%	13,657,082	0,180,384	-5,536,778	-41%	
	Diesel oil total	645,565	645,565	0%	426.19	159.89	-62%	275,130,223	183,163,591	-171,966,732	-62%	
PKs Total	1,360,721	1,360,721	0%	245.28	153.52	-37%	328,331,020	154,444,484	-173,886,536	-53%		
1.A.3.b.i. - Light Duty Vehicles (LDV)	Gasoline	pre-Cars	979	979	0%	1076.34	1919.23	-5%	1,048,312	986,255	-58,858	-5%
		Car 1	747	747	0%	738.26	171.91	3%	545,471	581,836	16,365	3%
		Car 2	5,211	5,211	0%	787.43	644.46	-9%	4,183,827	3,358,634	-745,833	-9%
		Car 3	11,282	11,282	0%	633.90	458.67	-30%	7,141,732	5,174,989	-1,966,822	-30%
		Car 4	4,586	4,586	0%	469.70	361.99	-23%	2,154,088	1,614,177	-539,829	-25%
		Car 5	34,267	34,267	0%	359.77	184.69	-49%	8,727,068	4,477,641	-4,249,427	-49%
	Car 6	5,224	5,224	0%	63.13	184.69	241%	277,542	984,225	698,684	241%	
	Diesel Total	52,887	52,887	0%	498.96	327.99	-29%	23,987,817	11,149,448	-12,838,378	-29%	
	pre-Cars	4,319	4,319	0%	1034.89	737.35	-29%	4,488,571	3,184,428	-1,294,143	-29%	
	Car 1	1,853	1,853	0%	749.71	553.48	-26%	1,287,291	1,025,251	-261,748	-26%	
	Car 2	11,082	11,082	0%	817.90	510.28	-37%	9,072,943	5,633,460	-3,439,391	-37%	
	Car 3	43,481	43,481	0%	621.55	384.41	-42%	27,460,779	15,734,631	-11,726,147	-42%	
	Car 4	39,233	39,233	0%	396.88	283.72	-30%	11,572,860	8,284,180	-3,278,769	-30%	
	Car 5	309,726	309,726	0%	264.17	153.49	-42%	63,413,973	30,446,486	-32,967,477	-42%	
	Car 6	159,787	159,787	0%	67.49	153.49	181%	9,813,364	26,292,037	1		

Adjustment details for 2026

NFR Code	Fuel	Activity Data			Implied Emission Factor			NO _x Emissions			
		current	adjusted	difference	current	adjusted	difference	current	adjusted	difference	
		in [t]	in [t]	in [%]	in [g/T]	in [g/T]	in [%]	in [kg]	in [kg]	in [t]	
1.A.3.a.i. - Passenger Cars	Gasoline	pre-Cars	11,782	11,782	0%	634.75	644.11	-14%	7,470,914	6,410,967	1,059,947
		Car 1	20,270	20,270	0%	372.25	241.68	-35%	7,545,483	4,986,698	2,558,785
		Car 2	36,062	36,062	0%	212.73	143.11	-33%	7,671,581	5,160,897	2,510,684
		Car 3	83,039	83,039	0%	78.17	75.59	-3%	4,861,482	4,739,259	122,223
		Car 4	334,413	334,413	0%	53.74	50.17	-7%	17,369,364	16,777,445	591,919
		Car 5	183,374	183,374	0%	19.09	50.17	163%	3,580,746	9,139,634	5,558,888
	Gasoline total	715,272	715,272	0%	79.03	70.65	-10%	58,736,967	50,535,649	8,201,318	
	pre-Cars	1,280	1,280	0%	369.78	254.66	-31%	396,263	239,172	157,091	
	Car 1	3,749	3,749	0%	298.36	269.66	-9%	1,122,449	1,011,625	110,824	
	Car 2	16,584	16,584	0%	407.19	221.43	-46%	6,720,132	3,663,964	3,056,168	
	Car 3	81,398	81,398	0%	802.50	179.24	-78%	36,991,999	11,085,409	25,906,590	
	Car 4	175,940	175,940	0%	405.76	156.24	-61%	71,362,220	27,474,086	43,888,134	
	Car 5	299,654	299,654	0%	433.34	156.24	-64%	130,032,044	46,019,229	84,012,815	
	Car 6	116,034	116,034	0%	268.76	156.24	-42%	30,427,555	10,232,785	20,194,770	
	Diesel Oil total	675,119	675,119	0%	419.36	160.76	-61%	277,941,660	188,535,236	89,406,424	
PKs Total	1,390,391	1,390,391	0%	215.75	154.41	-29%	127,738,627	159,070,285	-31,331,658		
1.A.3.a.ii. - Light Duty Vehicles (LDV)	Gasoline	pre-Cars	910	910	0%	602.79	640.96	-6%	593,769	581,643	12,126
		Car 1	136	136	0%	908.31	512.78	-43%	122,126	42,425	79,701
		Car 2	540	540	0%	308.39	217.84	-29%	162,311	117,197	45,114
		Car 3	650	650	0%	108.43	111.97	-3%	70,432	72,731	-2,299
		Car 4	1,684	1,684	0%	43.06	52.36	-17%	73,714	84,003	-10,289
		Car 5	1,724	1,724	0%	19.82	52.36	164%	34,157	80,258	-46,101
	Gasoline total	5,906	5,906	0%	199.27	171.66	-13%	1,968,292	1,693,679	2,744,613	
	pre-Cars	2,189	2,189	0%	414.81	386.79	-7%	899,649	865,433	34,216	
	Car 1	1,790	1,790	0%	391.99	276.25	-29%	760,169	395,371	364,798	
	Car 2	4,223	4,223	0%	323.43	193.71	-40%	1,365,994	676,452	689,542	
	Car 3	13,582	13,582	0%	588.91	150.77	-74%	6,084,323	2,049,233	4,035,090	
	Car 4	43,141	43,141	0%	504.48	92.40	-82%	21,783,989	3,986,141	17,797,848	
	Car 5	74,231	74,231	0%	434.16	92.40	-79%	32,223,283	6,658,790	25,564,493	
	Car 6	4,921	4,921	0%	153.49	92.40	-40%	755,295	454,676	300,619	
	Diesel Oil total	148,068	148,068	0%	454.12	185.62	-59%	65,712,732	15,276,087	50,436,645	
LDVs Total	149,994	149,994	0%	445.21	186.29	-58%	66,781,025	16,229,864	50,551,161		
1.A.3.a.iii. - Heavy Duty Vehicles (HDV)	Diesel Oil	pre-Cars	891	891	0%	1076.81	1319.23	-18%	964,197	980,234	-16,037
		Car 1	4,375	4,375	0%	731.87	732.27	0%	433,675	446,226	-12,551
		Car 2	4,223	4,223	0%	708.25	645.03	-9%	3,440,614	2,822,621	617,993
		Car 3	10,333	10,333	0%	632.87	459.91	-27%	6,539,364	4,741,827	1,797,537
		Car 4	4,449	4,449	0%	475.90	362.29	-24%	2,117,219	1,686,081	431,138
		Car 5	34,390	34,390	0%	364.36	185.22	-49%	9,935,974	4,617,617	5,318,357
	Diesel Oil total	54,157	54,157	0%	404.73	388.24	-5%	23,082,189	16,885,117	6,197,072	
	pre-Cars	3,933	3,933	0%	1034.61	737.35	-29%	4,087,249	2,980,379	1,106,870	
	Car 1	1,555	1,555	0%	748.16	587.92	-21%	1,163,482	789,813	373,669	
	Car 2	3,075	3,075	0%	817.75	585.52	-28%	7,255,040	4,486,620	2,768,420	
	Car 3	34,167	34,167	0%	638.31	568.64	-11%	21,653,289	12,251,155	9,402,134	
	Car 4	34,287	34,287	0%	396.94	281.66	-29%	9,640,364	6,685,621	2,954,743	
	Car 5	269,735	269,735	0%	267.22	153.92	-42%	74,680,233	39,676,610	35,003,623	
	Trucks Total	261,480	261,480	0%	671.77	153.92	-77%	16,149,288	40,244,036	-24,094,748	
	Trucks Total	564,013	564,013	0%	226.31	180.97	-20%	134,031,899	181,496,262	-47,464,363	
1.A.3.a.iv. - Motorised Two-Wheelers (M2W)	Gasoline	pre-Cars	5,543	5,543	0%	125.59	155.78	-19%	696,072	863,289	-167,217
		Car 1	3,360	3,360	0%	107.11	177.29	-39%	407,113	585,796	-178,683
		Car 2	3,375	3,375	0%	125.94	187.68	-33%	421,961	687,078	-265,117
		Car 3	6,443	6,443	0%	48.36	187.68	281%	209,627	1,273,071	-1,063,444
		Car 4	66	66	0%	17.47	187.68	1071%	1,134	12,832	-11,698
		Car 5	0	0	0%	0.00	187.68				
	M2Ws Total	18,185	18,185	0%	96.14	181.68	-47%	1,985,897	3,452,476	-1,466,579	
	1.A.3.b. Road Transport Total	2,267,339	2,267,339	0%	258.89	137.22	-47%	353,789,558	382,961,826	-29,172,268	

Adjustment details for 2027

NFR Code	Fuel	Activity Data			Implied Emission Factor			NO _x Emissions			
		current	adjusted	difference	current	adjusted	difference	current	adjusted	difference	
		in [t]	in [t]	in [%]	in [g/T]	in [g/T]	in [%]	in [kg]	in [kg]	in [t]	
1.A.3.a.i. - Passenger Cars	Gasoline	pre-Cars	12,282	12,282	0%	636.73	644.11	-14%	7,814,287	6,648,187	1,166,100
		Car 1	17,449	17,449	0%	372.99	241.68	-35%	6,588,911	4,217,644	2,371,267
		Car 2	30,435	30,435	0%	217.43	147.75	-32%	6,617,570	4,174,140	2,443,430
		Car 3	54,271	54,271	0%	78.48	76.27	-3%	4,254,938	4,139,376	115,562
		Car 4	315,086	315,086	0%	54.96	51.26	-7%	17,315,320	16,151,861	1,163,459
		Car 5	180,240	180,240	0%	19.17	51.26	163%	3,485,382	9,239,815	-5,754,433
	Gasoline total	748,571	748,571	0%	67.66	60.88	-10%	63,060,874	50,534,714	12,526,160	
	pre-Cars	960	960	0%	364.36	254.66	-31%	680,963	347,620	333,343	
	Car 1	3,360	3,360	0%	298.17	271.67	-9%	1,082,266	910,182	172,084	
	Car 2	13,788	13,788	0%	407.17	222.43	-45%	5,914,130	3,066,983	2,847,147	
	Car 3	52,128	52,128	0%	808.95	179.65	-78%	31,696,478	9,384,798	22,311,680	
	Car 4	167,947	167,947	0%	418.10	156.34	-63%	64,733,485	24,993,323	39,740,162	
	Car 5	283,480	283,480	0%	423.99	156.34	-63%	120,187,656	44,073,190	76,114,466	
	Car 6	184,760	184,760	0%	262.61	156.34	-40%	48,521,183	20,250,985	28,270,198	
	Diesel Oil total	696,582	696,582	0%	399.65	161.95	-59%	272,126,081	152,890,721	119,235,360	
PKs Total	1,424,142	1,424,142	0%	245.98	155.83	-36%	121,152,965	163,425,435	-42,272,470		
1.A.3.a.ii. - Light Duty Vehicles (LDV)	Gasoline	pre-Cars	960	960	0%	616.81	640.96	-6%	612,247	596,978	15,269
		Car 1	134	134	0%	908.23	512.78	-43%	112,083	39,682	72,401
		Car 2	485	485	0%	302.12	221.62	-27%	140,344	102,950	37,394
		Car 3	596	596	0%	119.57	115.36	-4%	65,955	68,012	-2,057
		Car 4	1,476	1,476	0%	59.72	53.38	-11%	74,877	78,816	-3,939
		Car 5	1,680	1,680	0%	21.73	53.38	146%	35,240	89,034	-53,794
	Gasoline total	6,186	6,186	0%	171.55	167.18	-2%	1,958,799	1,634,211	324,588	
	pre-Cars	2,087	2,087	0%	411.41	386.79	-6%	860,499	831,183	29,316	
	Car 1	1,538	1,538	0%	399.47	276.25	-30%	660,716	331,158	329,558	
	Car 2	3,580	3,580	0%	321.26	193.04	-40%	1,143,793	687,293	456,500	
	Car 3	11,684	11,684	0%	595.09	150.79	-75%	6,940,879	1,758,147	5,182,732	
	Car 4	39,050	39,050	0%	506.70	93.69	-81%	19,789,647	3,635,035	16,154,612	
	Car 5	75,789	75,789	0%	432.66	93.69	-78%	32,790,966	7,054,966	25,735,999	
	Car 6	19,625	19,625	0%	151.71	93.69	-39%	2,977,439	1,626,876	1,350,563	
	Diesel Oil total	153,284	153,284	0%	404.66	183.89	-55%	65,093,930	15,925,276	49,168,654	
LDVs Total	159,470	159,470	0%	414.83	186.35	-55%	66,152,129	16,959,427	49,192,702		
1.A.3.a.iii. - Heavy Duty Vehicles (HDV)	Diesel Oil	pre-Cars	736	736	0%	1077.33	1319.23	-18%	790,259	790,425	-166
		Car 1	411	411	0%	731.87	732.27	0%	360,684	369,662	-8,978
		Car 2	485	485	0%	707.91	645.03	-9%	2,620,087	2,147,480	472,607
		Car 3	6,078	6,078	0%	631.33	459.12	-27%	5,478,480	3,984,085	1,494,395
		Car 4	3,023	3,023	0%	474.07	362.48	-24%	1,912,380	1,387,620	524,760
		Car 5	21,913	21,913	0%	363.92	185.64	-49%	7,937,976	4,063,686	3,874,290
	Diesel Oil total	33,382	33,382	0%	318.86	286.71	-10%	19,783,981	15,344,828	4,439,153	
	pre-Cars	3,686	3,686	0%	1034.61	737.35	-29%</				

Adjustment details for 2018												
NFR Code	Fuel	Activity Data			Implied Emission Factor			NO _x Emissions			difference in [t]	
		current	adjusted	difference in [%]	current	adjusted	difference in [%]	current	adjusted	adjustment		
		in [t]	in [t]		in [g/t]	in [g/t]	in [%]	in [t]	in [t]	in [t]	in [t]	
1.A.3.a.i. - Passenger Cars	Gasoline	pre-Cars	12,219	12,219	0%	637.58	648.11	-9%	7,780,965	6,668,721	-1,112,234	-14%
		Car 1	14,362	14,362	0%	374.34	341.68	-9%	5,371,161	3,488,643	-1,882,518	-35%
		Car 2	24,285	24,285	0%	221.97	111.06	-50%	5,360,977	2,688,163	-2,672,814	-50%
		Car 3	43,642	43,642	0%	88.16	76.96	-13%	3,497,781	3,368,617	-139,164	-4%
		Car 4	278,738	278,738	0%	55.98	52.30	-6%	15,683,498	14,576,755	-1,106,743	-7%
		Car 5	186,830	186,830	0%	19.35	52.30	170%	3,238,282	6,725,668	3,487,386	170%
	Car 6	159,041	159,041	0%	6.00	52.30	788%	4,190,422	6,718,256	2,527,834	59%	
	Gasoline total	689,027	689,027	0%	64.42	68.45	6%	45,032,995	41,786,893	-3,246,102	-7%	
	pre-Cars	1,543	1,543	0%	303.16	244.96	-19%	396,486	349,173	-47,313	-12%	
	Car 1	2,949	2,949	0%	294.17	272.65	-7%	862,432	775,166	-87,266	-10%	
	Car 2	10,784	10,784	0%	407.20	222.87	-45%	4,391,393	2,483,536	-1,907,858	-43%	
	Car 3	40,786	40,786	0%	612.49	180.15	-71%	24,932,029	7,333,241	-17,598,788	-71%	
	Car 4	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%	104,585,706	40,293,731	-64,291,975	-61%	
Car 6	228,685	228,685	0%	254.87	180.40	-30%	58,284,140	36,680,446	-21,603,700	-37%		
Diesel oil total	666,074	666,074	0%	375.66	163.38	-56%	247,596,063	188,768,684	-158,787,459	-56%		
Flx Total	1,365,181	1,365,181	0%	214.34	154.88	-28%	262,589,060	156,555,421	-106,033,639	-40%		
pre-Cars	917	917	0%	868.33	648.95	-25%	596,859	582,862	-14,000	-2%		
Car 1	189	189	0%	911.58	312.78	-66%	88,529	33,895	-54,634	-62%		
Car 2	377	377	0%	303.64	224.45	-26%	114,682	84,133	-30,549	-27%		
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	69,276	3,986	4%		
Car 5	1,483	1,483	0%	23.70	54.36	129%	35,160	80,626	45,466	129%		
Car 6	1,643	1,643	0%	19.59	54.36	182%	33,650	89,326	55,676	182%		
Gasoline total	6,315	6,315	0%	154.22	160.11	4%	999,199	1,011,136	11,938	1%		
pre-Cars	1,872	1,872	0%	411.57	386.79	-6%	771,337	674,432	-96,905	-12%		
Car 1	1,285	1,285	0%	389.94	276.25	-29%	483,129	272,286	-210,843	-44%		
Car 2	2,942	2,942	0%	318.56	193.80	-39%	965,389	650,789	-314,600	-33%		
Car 3	5,363	5,363	0%	599.10	150.74	-75%	5,609,152	1,411,290	-4,197,862	-75%		
Car 4	33,232	33,232	0%	509.42	93.81	-81%	15,929,185	3,117,457	-12,811,728	-80%		
Car 5	66,283	66,283	0%	432.92	93.81	-78%	28,694,080	6,217,860	-22,476,220	-78%		
Car 6	39,482	39,482	0%	158.79	93.81	-41%	5,941,615	3,696,298	-2,245,317	-38%		
Diesel oil total	154,259	154,259	0%	384.71	182.69	-53%	59,344,525	35,880,316	-23,464,210	-39%		
Flx Total	180,574	180,574	0%	375.86	184.94	-52%	69,343,125	36,851,449	-32,491,676	-47%		
pre-Cars	547	547	0%	1076.16	1919.23	-43%	589,267	587,147	-2,120	-0%		
Car 1	273	273	0%	732.67	178.368	-76%	273,678	178,368	-95,310	-35%		
Car 2	2,270	2,270	0%	787.83	646.33	-18%	1,788,686	1,487,437	-301,249	-17%		
Car 3	6,757	6,757	0%	638.80	459.32	-29%	4,262,734	3,183,482	-1,079,252	-25%		
Car 4	3,043	3,043	0%	473.96	362.73	-23%	5,439,790	1,073,333	-4,366,457	-80%		
Car 5	18,189	18,189	0%	362.42	186.37	-49%	6,663,265	3,075,016	-3,588,249	-54%		
Car 6	20,670	20,670	0%	64.89	186.37	1,176,026	3,662,314	2,486,288	212%			
Diesel Total	91,634	91,634	0%	309.75	283.93	-9%	19,993,526	13,687,186	-6,306,340	-31%		
pre-Cars	3,262	3,262	0%	1034.82	737.35	-29%	3,375,399	2,485,071	-890,328	-26%		
Car 1	1,094	1,094	0%	747.82	488.39	-34%	918,052	512,378	-405,674	-44%		
Car 2	5,544	5,544	0%	817.44	581.68	-29%	4,532,195	2,781,518	-1,750,677	-39%		
Car 3	20,583	20,583	0%	629.54	563.68	-10%	12,967,751	7,277,279	-5,690,472	-44%		
Car 4	15,912	15,912	0%	398.00	276.23	-31%	6,334,421	4,386,424	-1,947,997	-31%		
Car 5	154,983	154,983	0%	250.40	154.68	-38%	45,964,153	24,283,399	-21,680,754	-47%		
Car 6	381,799	381,799	0%	68.76	154.68	125%	26,251,482	69,665,888	43,414,406	165%		
Trucks Total	585,186	585,186	0%	575.18	172.19	-70%	188,173,337	180,730,889	-7,442,448	-4%		
pre-Cars	4,940	4,940	0%	128.95	188.61	46%	622,656	783,451	160,795	26%		
Car 1	2,965	2,965	0%	128.94	177.73	41%	374,114	527,294	153,180	41%		
Car 2	3,221	3,221	0%	129.33	188.64	46%	387,596	639,633	252,037	65%		
Car 3	6,241	6,241	0%	48.24	188.64	288%	251,126	1,239,688	988,562	394%		
Car 4	1,130	1,130	0%	58.41	188.64	325%	23,066	224,627	201,561	874%		
Car 5	0	0	0%	0.00	188.64	0%	0	0	0	0%		
MOWs Total	18,497	18,497	0%	89.88	188.64	110%	1,688,568	3,434,167	1,745,599	103%		
1.A.3.b. Road Transport Total		2,189,983	2,189,983	0%	215.85	133.49	-38%	479,758,286	291,129,652	-178,628,634	-38%	

Adjustment details for 2019												
NFR Code	Fuel	Activity Data			Implied Emission Factor			NO _x Emissions			difference in [t]	
		current	adjusted	difference in [%]	current	adjusted	difference in [%]	current	adjusted	adjustment		
		in [t]	in [t]		in [g/t]	in [g/t]	in [%]	in [t]	in [t]	in [t]	in [t]	
1.A.3.a.i. - Passenger Cars	Gasoline	pre-Cars	13,589	13,589	0%	638.58	648.11	-9%	8,664,621	7,382,688	-1,281,933	-15%
		Car 1	12,427	12,427	0%	378.32	341.68	-9%	4,781,480	3,083,383	-1,698,096	-36%
		Car 2	20,086	20,086	0%	225.58	92.69	-59%	4,531,070	1,858,018	-2,672,952	-59%
		Car 3	39,216	39,216	0%	62.22	76.12	-18%	2,977,840	2,829,186	-148,654	-5%
		Car 4	295,220	295,220	0%	57.04	53.29	-7%	14,588,285	13,989,621	-598,664	-4%
		Car 5	180,537	180,537	0%	19.77	53.29	170%	3,173,729	6,584,356	3,410,627	107%
	Car 6	296,636	296,636	0%	25.63	53.29	180%	5,295,099	11,010,782	5,715,683	188%	
	Gasoline total	764,631	764,631	0%	62.36	68.45	10%	43,981,947	40,238,025	-3,743,922	-8%	
	pre-Cars	1,744	1,744	0%	333.78	217.86	-35%	913,188	724,923	-188,265	-21%	
	Car 1	2,545	2,545	0%	298.80	272.65	-9%	764,913	687,786	-77,127	-10%	
	Car 2	8,891	8,891	0%	407.19	226.16	-44%	3,620,286	2,037,480	-1,582,806	-44%	
	Car 3	33,079	33,079	0%	615.11	180.42	-71%	20,370,125	5,967,483	-14,402,642	-71%	
	Car 4	113,335	113,335	0%	419.17	182.44	-56%	45,668,685	18,085,228	-27,583,457	-61%	
	Car 5	231,784	231,784	0%	418.37	182.44	-56%	95,117,643	37,650,997	-57,466,646	-60%	
Car 6	273,511	273,511	0%	227.30	182.44	-20%	62,189,230	44,429,184	-17,760,046	-29%		
Diesel oil total	663,841	663,841	0%	345.81	165.67	-52%	229,566,088	189,582,982	-139,983,106	-52%		
Flx Total	1,368,532	1,368,532	0%	699.83	195.12	-72%	273,668,029	157,821,687	-115,846,342	-42%		
pre-Cars	909	909	0%	641.89	648.95	1%	681,459	681,962	503	0%		
Car 1	87	87	0%	915.28	312.78	-66%	88,953	30,396	-58,557	-66%		
Car 2	316	316	0%	304.63	224.45	-26%	96,150	70,848	-25,302	-26%		
Car 3	447	447	0%	112.68	121.47	8%	50,365	54,283	3,918	8%		
Car 4	1,126	1,126	0%	53.06	55.26	4%	59,652	62,199	2,547	4%		
Car 5	1,361	1,361	0%	25.34	55.26	119%	34,240	74,680	40,440	119%		
Car 6	2,420	2,420	0%	18.75	55.26	180%	45,383	133,753	88,370	195%		
Gasoline total	6,483	6,483	0%	146.88	153.25	5%	976,279	1,004,156	27,877	3%		
pre-Cars	1,744	1,744	0%	418.98	386.79	-7%	725,111	641,376	-83,735	-11%		
Car 1	1,079	1,079	0%	389.52	276.25	-29%	420,285	232,256	-188,029	-44%		
Car 2	2,234	2,234	0%	315.98	194.79	-38%	737,682	454,630	-283,052	-38%		
Car 3	7,649	7,649	0%	601.11	150.79	-75%	4,587,943	1,152,711	-3,435,232	-75%		
Car 4	28,711	28,711	0%	512.20	94.57	-82%	14,780,380	2,715,154	-11,965,226	-82%		
Car 5	58,714	58,714	0%	434.30	94.57	-78%	25,499,580	6,652,428	-18,847,152	-74%		
Car 6	58,931	58,931	0%	145.18	94.57	-35%	8,614,586	6,722,892	-1,891,694	-22%		

	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)	-296.1	-300.7	-300.4	-305.2	-294.9	-274.9	-250.9	-221.1	-179.6	-144.8
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".⁸⁾

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 >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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