

# Explanation of Key Trends - Fine Particulate Matter (PM<sub>2.5</sub>)

## Obligations

Germany has made a commitment to reduce particulate matter emissions. The revised Gothenburg Protocol and the revised NEC Directive both define emission reduction targets relative to a 2005 base year, mandating 26% (2020) and 43% (2030) reductions respectively.

Further details can be found in [Chapter 9 - Projections](#) and [Chapter 11 - Adjustments and Emission Ceiling Exceedance](#).

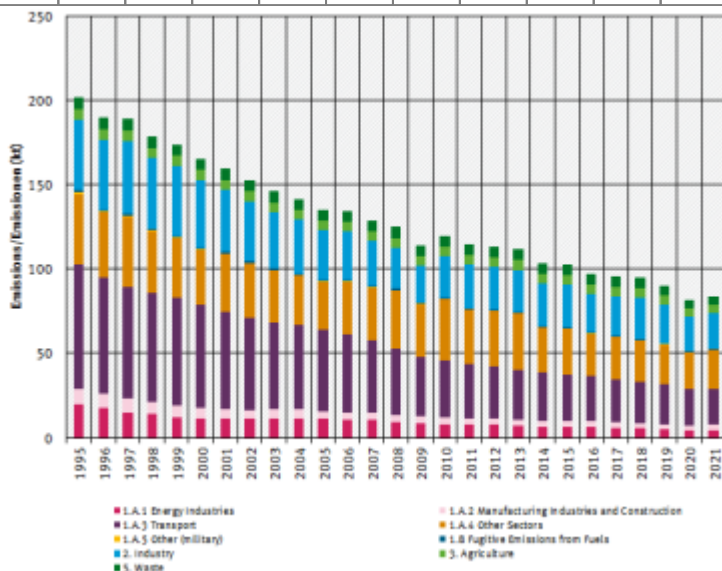
## Main drivers

**Total PM<sub>2.5</sub> emissions** dropped by 55.3% between 1995 and 2019. The Main Drivers for PM<sub>2.5</sub> emissions are **Fuel Combustion (NFR 1.A)** with 72.5% of total 1995 emissions and a 63% reduction between 1995-2019 and as a sum the **Industrial Processes (NFR 2)** with about 21% of total 1995 emissions and a 41% reduction between 1995-2018.

Within both National totals and NFR 1.A, **Transport (NFR 1.A.3)** is responsible for the biggest part of PM<sub>2.5</sub> emissions. Here, about 77% of 2019 PM<sub>2.5</sub> emissions are induced by **Road Transport (NFR 1.A.3.b)**, caused by two third directly by fuel consumption (**NFR 1.A.3.b.i - v**) and the other third by road abrasion and tyre and brake wear (**NFR 1.A.3.b.vi - vii**).

PM<sub>2.5</sub> Emissions 1990-2019

| Total Emissions (kt) |      |      |      |      |      |      |      |      |      |      |      |      | Trend: latest compared to |            |
|----------------------|------|------|------|------|------|------|------|------|------|------|------|------|---------------------------|------------|
| 1995                 | 2000 | 2005 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 1995                      | last years |
| 169                  | 138  | 120  | 120  | 115  | 114  | 112  | 104  | 103  | 97   | 96   | 95   | 92   | ↓ -55.3%                  | ✗          |



PM<sub>2.5</sub> trend by sector