

1.A.4.c ii (a) - Off-road Vehicles and other Machinery: Agriculture

Short description

Under sub-category *1.A.4.c ii (a)* fuel combustion activities and resulting emissions from agricultural off-road vehicles and mobile machinery are reported.

NFR-Code	Source category	Method	AD	EF	Key Category Analysis
1.A.4.c ii (a)	Off-road Vehicles and Other Machinery: Agriculture	T1, T2	NS, M	CS, D, M	see superordinate chapter



Methodology

Activity data

Subsector-specific consumption data is included in the primary fuel-delivery data are available from NEB line 67: 'Commercial, trade, services and other consumers' (AGEB, 2022) ¹⁾.

Table 1: Sources for primary fuel-delivery data

through 1994	AGEB - National Energy Balance, line 79: 'Haushalte und Kleinverbraucher insgesamt'
as of 1995	AGEB - National Energy Balance, line 67: 'Gewerbe, Handel, Dienstleistungen u. übrige Verbraucher'

Following the deduction of energy inputs for military vehicles as provided in (BAFA, 2022) ²⁾, the remaining amounts of gasoline and diesel oil are apportioned onto off-road construction vehicles (NFR 1.A.2.g vii) and off-road vehicles in commercial/institutional use (1.A.4. ii) as well as agriculture and forestry (NFR 1.A.4.c ii) based upon annual shares derived from TREMOD-MM (Knörr et al. (2022b) ³⁾ (cf. NFR 1.A.4 - mobile).

Table 2: Annual contribution of agricultural vehicles and mobile machinery to the primary diesel¹ fuels delivery data provided in NEB line 67

1990	1995	2000	2005	2010	2015	2016	2017	2018	2019	2020	2021	2022
61.5%	76.4%	78.5%	79.6%	71.9%	66.2%	65.2%	64.7%	66.9%	65.5%	65.1%	65.3%	68.8%

¹ no gasoline used in agricultural vehicles and mobile machinery

Table 3: Annual mobile fuel consumption in agriculture, in terajoules

	1990	1995	2000	2005	2010	2015	2016	2017	2018	2019	2020	2021	2022
Diesel Oil	68,861	74,708	74,621	65,319	63,767	68,369	68,591	68,895	69,056	69,331	67,951	69,386	70,538
Biodiesel	0	0	0	4,344	4,988	3,798	3,718	3,756	3,896	3,933	5,558	4,866	4,902
Σ 1.A.4.c ii (i)	68,861	74,708	74,621	69,662	68,754	72,167	72,309	72,651	72,952	73,264	73,509	74,252	75,439

Emission factors

The emission factors applied here are of rather different quality: For all **main pollutants, carbon monoxide** and **particulate matter**, annual IEF modelled within TREMOD MM are used, representing the sector's vehicle-fleet composition, the development of mitigation technologies and the effect of fuel-quality legislation.

Table 4: Annual country-specific emission factors¹, in kg/TJ

	1990	1995	2000	2005	2010	2015	2016	2017	2018	2019	2020	2021	2022
NH₃	0.16	0.16	0.16	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17
NM VOC	237	215	191	155	118	91.0	85.9	81.0	76.3	71.8	67.4	62.7	58.4
NO_x	891	897	924	836	685	560	539	519	499	481	462	442	422
SO_x	79.6	60.5	14.0	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37
PM²	119	104	88.9	71.7	55.6	43.9	41.5	39.2	37.0	35.0	32.9	30.7	28.8
BC³	218	192	163	128	94.3	70.2	65.9	61.8	58.0	54.4	51.0	47.4	44.4
CO	832	792	738	643	535	447	427	407	386	366	346	324	303

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

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

³ estimated via a f-BCs as provided in ⁴⁾, 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

NOTE: With respect to the country-specific emission factors applied for particulate matter, given the circumstances during test-bench measurements, condensables are most likely included at least partly. 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.

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.

Recalculations

Revisions in **activity data** result from slightly revised annual shares adapted EBZ 67 shares as well as the implementation of primary activity data from the now finalised NEB 2020.

Table 5: Revised annual shares of NEB line 67, in %

	1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
current submission	0,475	0,456	0,438	0,462	0,474	0,472	0,472	0,480	0,478	0,482	0,484	0,485	0,484	0,484	0,482
previous submission	0,476	0,456	0,439	0,462	0,475	0,472	0,473	0,480	0,478	0,483	0,485	0,485	0,484	0,484	0,483
absolute change	-0,001	-0,001	-0,001	-0,001	-0,001	-0,001	-0,001	-0,001	-0,001	-0,001	-0,001	-0,001	-0,001	-0,001	-0,001
relative change	-0,14%	-0,15%	-0,15%	-0,13%	-0,12%	-0,12%	-0,12%	-0,12%	-0,12%	-0,12%	-0,12%	-0,12%	-0,12%	-0,1%	-0,1%

Table 6: Revised activity data, in terajoules

	1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
current submission	53,188	44,553	41,633	40,315	45,191	45,800	45,057	47,117	49,045	51,520	53,670	55,302	51,795	52,448	55,129
previous submission	53,263	44,622	41,696	40,366	45,246	45,855	45,111	47,172	49,102	51,580	53,732	55,367	51,855	52,509	54,641
absolute change	-75.7	-68.7	-63.4	-51.4	-54.6	-54.8	-53.6	-54.7	-56.7	-59.9	-62.4	-64.3	-59.9	-60.6	488

	1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
relative change	-0.14%	-0.15%	-0.15%	-0.1%	-0.1%	-0.12%	-0.12%	-0.12%	-0.12%	-0.12%	-0.12%	-0.12%	-0.12%	-0.12%	0.89%



For **pollutant-specific information on recalculated emission estimates reported for Base Year and 2021**, please see the recalculation tables following chapter [8.1 - Recalculations](#).

Planned improvements

Besides a routine revision of the underlying model, no specific improvements are planned.

¹⁾ AGEB, 2022: Working Group on Energy Balances (Arbeitsgemeinschaft Energiebilanzen (Hrsg.), AGEB): Energiebilanz für die Bundesrepublik Deutschland;

<https://ag-energiebilanzen.de/daten-und-fakten/bilanzen-1990-bis-2020/?wpv-jahresbereich-bilanz=2011-2020>, (Aufruf: 23.11.2021), Köln & Berlin, 2022

²⁾ BAFA, 2022: Federal Office of Economics and Export Control (Bundesamt für Wirtschaft und Ausfuhrkontrolle, BAFA): Amtliche Mineralöl-daten für die Bundesrepublik Deutschland;

https://www.bafa.de/SharedDocs/Downloads/DE/Energie/Mineraloel/moel_amtliche_daten_2021_12.xlsx;jsessionid=80E1FD32B36918F682608C03FDE79257.1_cid381?__blob=publicationFile&v=5, Eschborn, 2022.

³⁾ Knörr et al. (2022b): 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) 2022, Heidelberg, 2022.

⁴⁾ EMEP/EEA, 2019: EMEP/EEA air pollutant emission inventory guidebook – 2019, Copenhagen, 2019.