

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

Short description

Under sub-category *1.A.4.c ii (b)* fuel combustion activities and resulting emissions from off-road vehicles and mobile machinery used in forestry 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

Primary activity data (PAD) are taken from National Energy Balances (NEBs) line 67: 'Commercial, trade, services and other consumers' (AGEB, 2020) ¹⁾.

Following the deduction of energy inputs for military vehicles as provided in (BAFA, 2020) 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. (2020b) ³⁾ (cf. NFR 1.A.4 - mobile).

Table 1: Annual contribution of forestry vehicles and mobile machinery to the primary fuel delivery data provided in NEB line 67

1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Diesel fuels														
2.41%	1.36%	2.16%	2.88%	2.92%	2.99%	2.77%	2.76%	2.81%	2.89%	2.72%	2.79%	3.35%	3.54%	4.16%
Gasoline fuels														
68.5%	40.3%	44.9%	41.4%	35.5%	35.6%	33.1%	32.9%	33.1%	33.3%	31.6%	31.9%	35.8%	36.8%	40.4%

source: own estimates based on ⁴⁾

Table 2: Annual mobile fuel consumption in forestry, in terajoules

	1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Diesel Oil	2,695	1,332	2,051	2,368	2,583	2,712	2,472	2,559	2,718	2,931	2,865	3,024	3,393	3,631	4,341
Biodiesel	3,093	3,004	3,325	3,029	1,568	1,430	415	405	432	1,679	1,591	1,601	1,795	1,707	2,131
Gasoline	0	0	0	151	198	189	174	152	167	160	152	161	197	207	361
Biogasoline	0	0	0	20.8	60.6	58.6	18.4	17.3	18.8	72.8	69.1	67.5	80.7	73.6	97.3
Σ 1.A.4.c ii (ii)	5,788	4,336	5,375	5,569	4,409	4,390	3,079	3,133	3,336	4,843	4,677	4,853	5,465	5,619	6,930

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. (2020b)) ⁵⁾ are used, representing the development of mitigation technologies and the effect of fuel-quality legislation.

Table 3: Annual country-specific emission factors from TREMOD MM¹

	1990	1991	1992	1993	1994	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
DIESEL FUELS																			
NH₃	0,16	0,17	0,17	0,17	0,17	0,17	0,17	0,18	0,18	0,18	0,18	0,18	0,18	0,18	0,18	0,18	0,18	0,18	0,18
NM VOC	191	185	177	169	162	157	130	80,2	46,5	42,4	38,7	35,0	31,4	28,1	25,3	22,9	20,9	19,1	17,6

	1990	1991	1992	1993	1994	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
NO_x	982	993	1.012	1.023	1.039	1.053	1.071	834	543	495	454	422	397	375	351	326	305	285	264
SO_x	79,6	60,9	60,9	60,5	60,5	60,5	14,0	0,37	0,37	0,37	0,37	0,37	0,37	0,37	0,37	0,37	0,37	0,37	0,37
BC⁵	84,6	81,1	75,8	70,2	65,4	60,8	41,8	27,7	21,6	21,0	20,4	19,3	17,8	16,1	14,5	13,0	11,5	10,1	8,73
PM⁴	155	148	139	129	120	112	75,8	45,3	30,4	28,8	27,3	25,3	23,1	20,8	18,6	16,5	14,6	12,8	11,1
CO	689	676	661	643	631	619	554	395	282	269	258	252	249	248	249	251	254	256	254
GASOLINE FUELS																			
NH₃	0,075	0,079	0,083	0,083	0,083	0,083	0,083	0,086	0,087	0,088	0,091	0,092	0,092	0,092	0,092	0,092	0,092	0,092	0,092
NM VOC²	3,04	7,54	9,03	8,87	7,25	6,37	4,67	4,56	4,83	4,74	5,23	5,22	5,11	5,00	5,32	5,19	4,30	4,07	4,07
NM VOC³	5795	5491	5099	5099	5099	5099	5099	5320	5424	4858	3596	2897	2897	2897	2897	2897	2897	2901	2910
NO_x	42,6	45,9	49,4	49,4	49,4	49,4	49,4	76,4	86,0	78,5	63,1	55,1	55,1	55,1	55,1	55,1	55,1	55,1	55,1
SO_x	10,1	10,1	10,1	10,1	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	0,37
BC⁵	5,09	4,44	3,73	3,73	3,73	3,73	3,73	3,86	3,91	3,96	4,08	4,13	4,13	4,13	4,13	4,13	4,13	4,13	4,13
PM⁴	102	89	75	75	75	74,6	74,6	77,2	78,1	79,2	81,5	82,7	82,7	82,7	82,7	82,7	82,7	82,7	82,7
TSP⁶	2,35	1,68	1,36	1,22	0,97	0,82	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
CO	16813	15931	14796	14796	14796	14796	14796	15371	15609	15827	16279	16514	16514	16514	16514	16514	16514	16514	16514
Pb	1,47	1,05	0,85	0,76	0,60	0,52	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

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 in ⁶, 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 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 the revision of the gasoline-consumption in military ground-vehicles as well as the implementation of the now finalised NEB 2019.

Table 5: Revised activity data, in terajoules

	1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018
diesel fuels													
Submission 2021	2.695	1.332	2.051	2.519	2.781	2.902	2.646	2.711	2.886	3.092	3.016	3.185	3.590
Submission 2020	2.666	1.311	1.946	2.221	2.519	2.645	2.408	2.510	2.662	2.846	2.778	2.931	2.758
absolute change	28,9	21,2	105	298	262	257	239	201	223	245	239	254	831
relative change	1,08%	1,62%	5,38%	13,4%	10,4%	9,70%	9,91%	8,00%	8,38%	8,62%	8,59%	8,67%	30,1%
gasoline fuels													
Submission 2021	3.093	3.004	3.325	3.043	1.603	1.462	409	400	430	1.732	1.644	1.655	1.819
Submission 2020	3.093	3.004	3.325	3.057	1.624	1.484	416	407	439	1.772	1.685	1.700	1.663
absolute change	0,00	0,00	0,00	-14,0	-21,0	-21,7	-7,1	-7,7	-9,0	-39,6	-41,8	-45,1	155
relative change	0,00%	0,00%	0,00%	-0,46%	-1,29%	-1,46%	-1,70%	-1,88%	-2,06%	-2,23%	-2,48%	-2,66%	9,34%
over-all fuel consumption													
Submission 2021	5.788	4.336	5.375	5.562	4.383	4.364	3.055	3.110	3.316	4.824	4.660	4.840	5.409
Submission 2020	5.759	4.315	5.271	5.278	4.143	4.129	2.824	2.917	3.102	4.618	4.463	4.631	4.422
absolute change	28,9	21,2	105	284	241	235	231	193	214	206	197	209	987
relative change	0,50%	0,49%	1,99%	5,38%	5,81%	5,69%	8,20%	6,62%	6,90%	4,46%	4,41%	4,51%	22,3%

As in contrast, all **emission factors** remain unrevised compared to last year's submission, emission estimates for the years as of 2015 change in accordance with the underlying activity data.



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

¹⁾ AGEB, 2020: Working Group on Energy Balances (Arbeitsgemeinschaft Energiebilanzen (Hrsg.), AGEB): Energiebilanz für die Bundesrepublik Deutschland; URL: <http://www.ag-energiebilanzen.de/7-0-Bilanzen-1990-2018.html>, (Aufruf: 29.11.2020), Köln & Berlin, 2020.

²⁾ BAFA, 2020: Federal Office of Economics and Export Control (Bundesamt für Wirtschaft und Ausfuhrkontrolle, BAFA): Amtliche Mineralöldaten für die Bundesrepublik Deutschland; URL: https://www.bafa.de/SharedDocs/Downloads/DE/Energie/Mineraloel/moel_amtliche_daten_2018_dezember.html, Eschborn, 2020.

^{3), 4), 5)} Knörr et al. (2020b): 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) 2020, Heidelberg, 2020.

⁶⁾ EMEP/EEA, 2019: EMEP/EEA air pollutant emission inventory guidebook – 2019, Copenhagen, 2019.

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.