

1.A.4.a ii - Commercial / Institutional: Mobile

Short description

In *NFR 1.A.4.a ii - Commercial/institutional: Mobile* fuel combustion activities and emissions from non-road diesel and LPG-driven (forklifters) vehicles used in the commercial and institutional sector are taken into account.

Method	AD	EF	Key Category Analysis
T1, T2	NS, M	CS, D, M	no key category

Methodology

Activity data

Sector-specific **diesel** consumption data are included in the primary fuel-delivery data available from NEB line 67: 'Commercial, trade, services and other consumers' (AGEB, 2021) ¹⁾.

Table 1: Sources for primary fuel-deliveries data

through 1994	NEB line 79: 'Households and small consumers'
as of 1995	NEB line 67: 'Commercial, trade, services and other consumers'

Following the deduction of diesel oil inputs for military vehicles as provided in (BAFA, 2021) ²⁾, the remaining amounts of 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.a ii) as well as agriculture and forestry (1.A.4.c ii) based upon annual shares derived from (Knörr et al. (2021b)) ³⁾ (cf. superordinate chapter).

Table 2: Annual contribution of NFR 1.A.4.a ii to the over-all amounts of diesel oil provided in NEB line 67

1990	1995	2000	2005	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
7.01%	6.65%	6.99%	7.18%	6.52%	6.36%	6.21%	5.96%	5.82%	5.73%	5.83%	5.78%	5.68%	5.59%	5.45%	

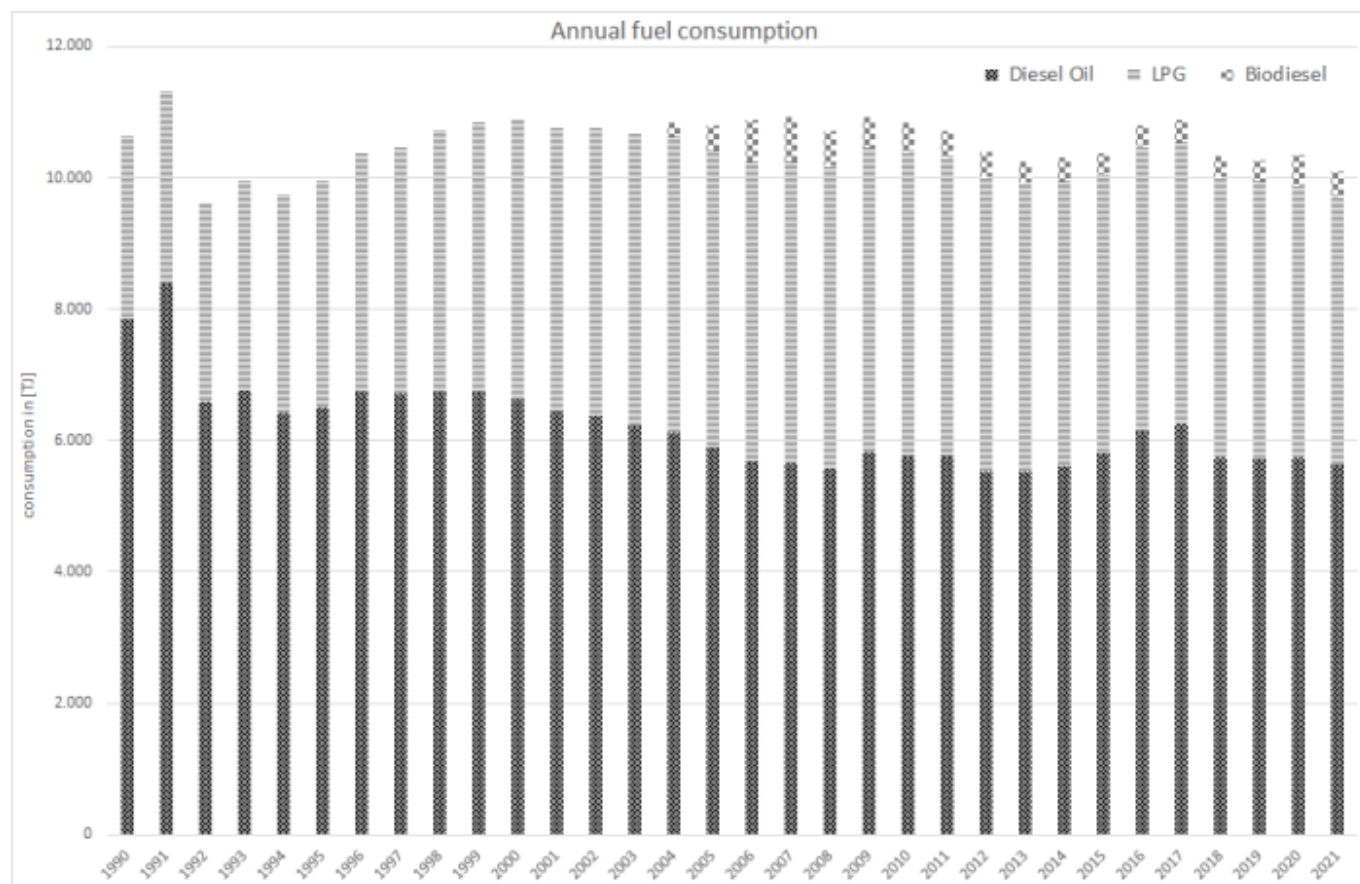
source: TREMOD MM ⁴⁾

As the NEB does not distinguish into specific biofuels, consumption data for biodiesel are calculated by applying Germany's official annual shares of biodiesel blended to fossil diesel oil.

In contrast, for **LPG**-driven forklifters, specific consumption data is modelled in TREMOD-MM. These amounts are then subtracted from the over-all amount available from NEB line 67 to estimate the amount of LPG used in stationary combustion.

Table 3: Annual fuel consumption, in terajoules

	1990	1995	2000	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Diesel Oil	7,847	6,508	6,646	5,894	5,691	5,658	5,583	5,842	5,773	5,770	5,533	5,524	5,629	5,810	6,145	6,257	5,749	5,736	5,694
Biodiesel	NO	NO	NO	377	629	696	530	467	443	403	390	328	346	318	326	334	334	327	473
LPG	2,787	3,450	4,261	4,533	4,563	4,587	4,606	4,620	4,629	4,557	4,484	4,409	4,333	4,256	4,336	4,301	4,264	4,213	4,139
Σ 1.A.4.a ii	10,634	9,958	10,907	10,803	10,883	10,942	10,719	10,929	10,844	10,729	10,407	10,261	10,307	10,383	10,807	10,892	10,346	10,276	10,306



Emission factors

The emission factors used here are of rather different quality: Basically, 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.

As no such specific EF are available for biofuels, the values used for diesel oil are applied to biodiesel, too.

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

	1990	1995	2000	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Diesel fuels¹																			
NH₃	0.15	0.16	0.16	0.16	0.16	0.16	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	247	223	197	139	128	118	109	101	93.0	85.7	78.6	71.4	64.6	58.6	53.8	50.0	46.9	44.2	41.6
NO_x	1,000	1,026	1,004	833	794	755	714	673	633	595	560	528	501	477	453	431	410	392	373
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	0.37	0.37	0.37	0.37	0.37	0.37
BC³	107	88.7	74.4	55.3	51.7	48.6	46.2	44.1	42.2	40.5	38.7	36.6	34.3	32.1	30.0	28.3	26.8	25.4	23.9
PM²	194	161	134	93.6	86.0	79.4	73.8	69.0	64.4	60.1	56.0	51.6	47.1	43.0	39.5	36.7	34.5	32.5	30.5
CO	856	796	725	560	530	502	476	451	429	407	387	368	351	338	329	322	318	313	307
LPG																			
NH₃	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21
NM VOC	148	147	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	144	141
NO_x	1,346	1,342	1,325	1,325	1,325	1,325	1,325	1,325	1,325	1,325	1,325	1,325	1,325	1,325	1,325	1,325	1,325	1,316	1,284
SO_x	0.42	0.42	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
BC³	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.12	0.12
PM²	0.85	0.85	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
CO	114	114	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112	112

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 ⁵⁾, 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



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. - Here, for lead (Pb) from leaded gasoline and corresponding TSP emissions, additional emissions have been calculated from 1990 to 1997 based upon country-specific emission factors from TREMOD MM.

Discussion of emission trends

NFR 1.A.4.a ii is no key source.

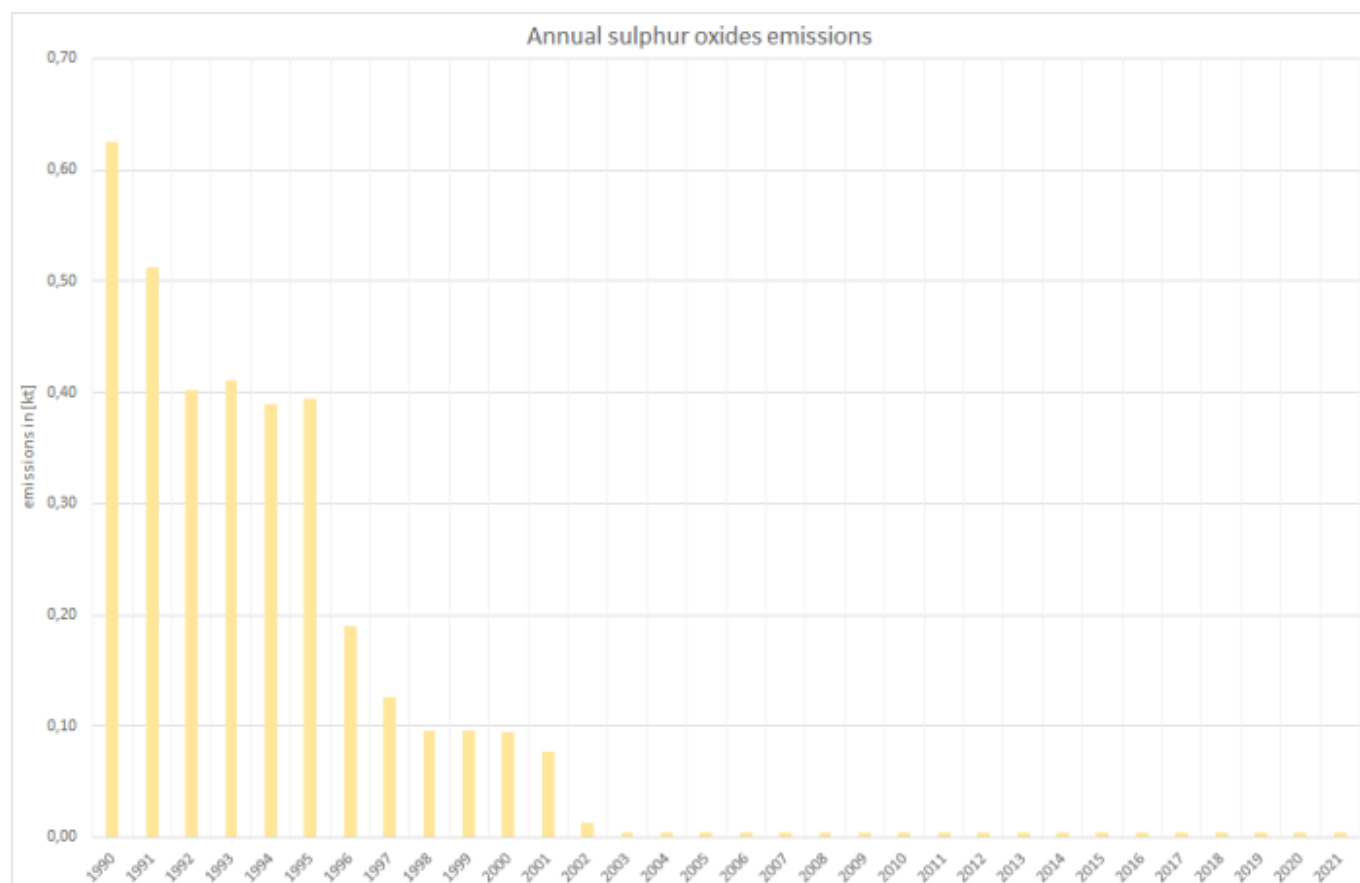
Unregulated pollutants

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

Regulated pollutants

Nitrogen oxides and Sulphur dioxide

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.

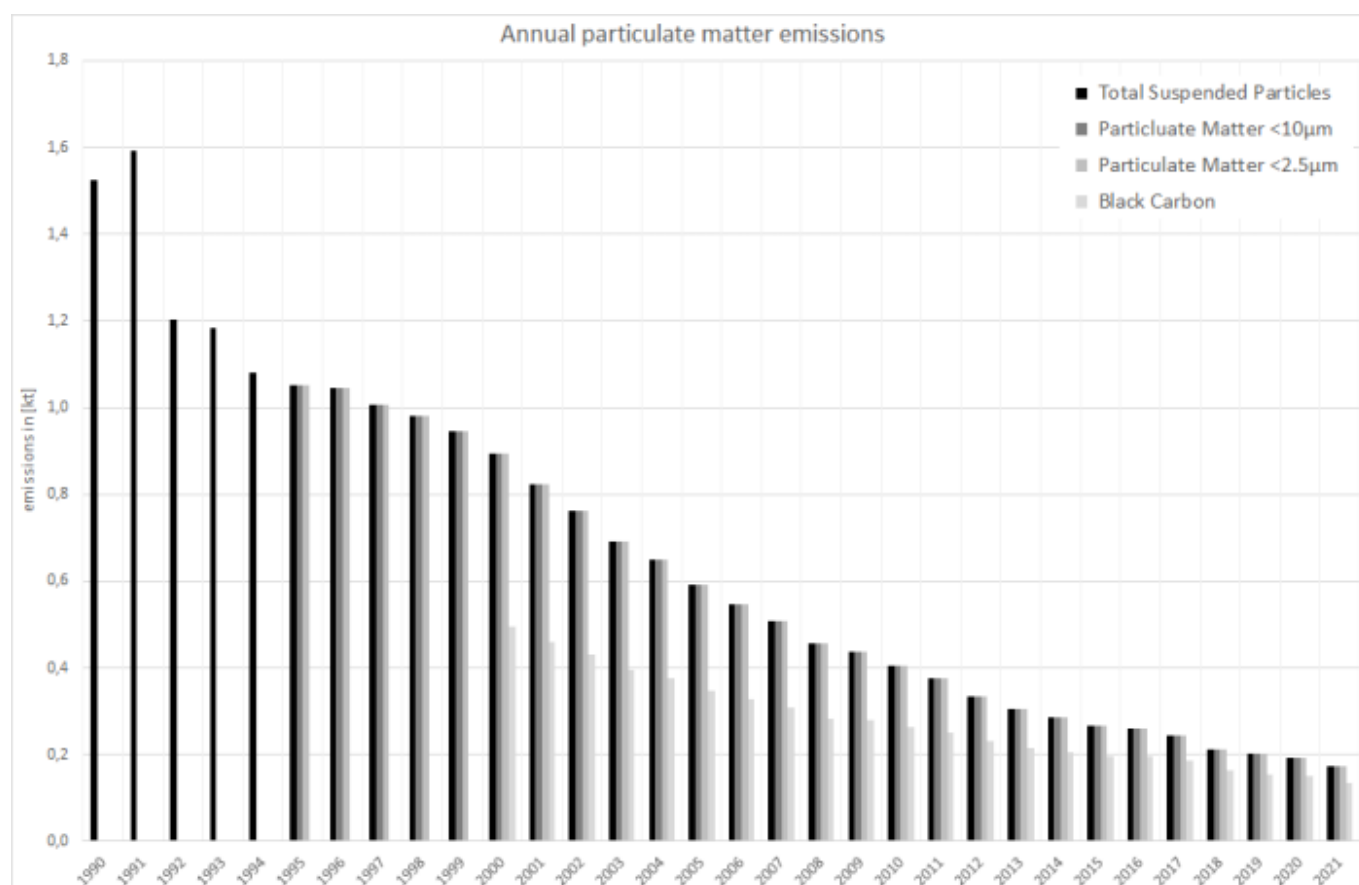


Particulate matter & Black carbon

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 the 2019 EMEP Guidebook ⁶⁾, black carbon emissions follow the corresponding emissions of PM_{2.5}.



Recalculations

Activity data have been revised according to the now finalized National Energy Balance 2019.

Table 5: Revised activity data 2019, in terajoules

	DIESEL OIL	BIODIESEL	LPG	OVER-ALL FUEL CONSUMPTION
current submission	5.736	327	4.213	10.276
previous submission	5.726	326	4.213	10.266
absolute change	10,2	0,69	0,00	10,9
relative change	0,18%	0,21%	0,00%	0,11%



For **pollutant-specific information on recalculated emission estimates for Base Year and 2019**, please see the recalculation tables following [chapter 8.1 - Recalculations](#).

Uncertainties

Uncertainty estimates for **activity data** of mobile sources derive from research project FKZ 360 16 023: "Ermittlung der Unsicherheiten der mit den Modellen TREMOD und TREMOD-MM berechneten Luftschadstoffemissionen des landgebundenen Verkehrs in Deutschland" by (Knörr et al. (2009)) ⁷⁾.

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

Planned improvements

Besides the annual **routine revision** of **TREMOD MM**, no specific improvements are planned.

FAQs

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

The EF provided in ⁸⁾ 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.

¹⁾ AGEb, 2021: Working Group on Energy Balances (Arbeitsgemeinschaft Energiebilanzen (Hrsg.), AGEb): Energiebilanz für die Bundesrepublik Deutschland; URL: <http://www.ag-energiebilanzen.de/7-0-Bilanzen-1990-2019.html>, (Aufruf: 23.11.2021), Köln & Berlin, 2021

^{3), 4)} Knörr et al. (2021b): 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) 2021, Heidelberg, 2021.

^{5), 6), 8)} EMEP/EEA, 2019: EMEP/EEA air pollutant emission inventory guidebook – 2019, Copenhagen, 2019.

⁷⁾ 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.

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.