



Emissions from road abrasion are directly linked to driven mileage. Thus, the overall trend of emissions from road abrasion is similar to the trend for total driven mileage.

## Recalculations

**Activity data** (mileage) have been revised due to the regular revision of the TREMOD model. (see [superordinate chapter](#)).

However, the biggest changes occur in the tier1 **emission factors** that have been revised fundamentally in order to be in line with the tier1 default values provided in the EMEP/EEA Guidebook 2019. Unfortunately, the variety of old and revised emission factors cannot be compared here in a comprehensible way.



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

## Planned improvements

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

## FAQs

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**bibliography** : 1 : EMEP/EEA, 2019: EMEP/EEA air pollutant emission inventory guidebook 2019; <https://www.eea.europa.eu/publications/emep-eea-guidebook-2019>; Copenhagen, 2019. **bibliography**