

Adjustment DE-A regarding NO_x from Road Vehicles

PREFACE

When deriving proposals for national emission ceilings for negotiations of the 1999 Gothenburg Protocol, sector-specific emission estimates for the year 2010 were calculated at IIASA using a set of scenarios which assumed various technological abatement measures, policy incentives, and legislation available / in place or planned at that time. As a result, the 2010 emission by road transport in Germany was estimated at NO_x, (IIASA, 1999) ¹⁾. The over-all 2010 national emission ceiling (NEC) for NO_x, was set to 1,081 kt. When negotiating the EU NEC Directive two years later, Germany agreed to reduce its NO_x, emissions further, resulting in a NEC of 1,051 kt.

In its 2016 NEC emissions reporting, Germany provided a national total for NO_x, emissions of 1,337 kt for 2010. However, this total includes emissions from agricultural soils and other source categories not accounted for when setting the NEC. In addition, some assumptions made in 1999, including on emission factors from road traffic, turned out to be wrong in reality. Like in many other European countries, non-compliance with the 2010 NEC as set in 1999 was partly not caused by failed national mitigation policies, but by changes beyond the control of, and unforeseen by, the individual Party or Member State.

In order to differentiate such changes from policy failures in the responsibility of the individual Parties to the Gothenburg Protocol, a procedure (Inventory Adjustment) allowing the adjustment of emissions resulting from new emission categories, changes in estimation methodologies, emission factors etc. provided within the EMEP/EEA Guidebook, or other effects beyond national control with respect to complying to emission reduction obligations (EB, 2012a & c) ^{2), 3)} was agreed. This procedure is applicable also for existing NECs (EB, 2012b) ⁴⁾.

With respect to road transport, such an unforeseeable effect was the partial failure of several so-called “Euro norms” set on the EU level to reduce emissions from road vehicles. In this report, Germany presents an estimate of the NO_x, emissions resulting from the partial failure of the mitigation policy reflected by the Euro norms, and lays out the calculations leading to these estimates.

REASONS FOR MISSING THE GOTHENBURG CEILINGS

The TREMOD methodology applied for estimating emissions from road transportation in Germany has changed over time. These changes include updates of emission factors (EF) for various pollutants and other changes such as an extension of vehicle classification (and thus inclusion of emission factors associated with these new vehicle sub-categories) to improve the estimation's accuracy.

The main changes occurred for the emission factors and for the Heavy Duty Vehicles (HDV) fleet structure. This last point led to changes in emissions because of the reallocation of activities (consumption/traffic) between the sub-categories of vehicles.

For the formalism of the adjustments, it is difficult to flag whether the modifications for road transport are due to “methodological changes” or due to “changes of emission factor”. Therefore, only the term “change of methodology” will be used (even if at the NFR reporting level this may seem like a simple change in EFs).

So far as road transport is concerned, the inability to attain the emission ceiling is most likely to have been affected by a combination of technological changes within the fleet (which of course made their way into the several versions of TREMOD) combined with greater than originally expected dieselisation of the fleet.

ANALYSING THE PROBLEM: THE EUROPEAN PERSPECTIVE BASED ON COPERT

Already in 2011, these effects were demonstrated by Ntziachristos and Papageorgiou (2011) ⁵⁾. Here, the impacts of changing model versions and activity data in the context of meeting the EU NEC Directive ceiling commitments were examined for four European countries including Germany. Unfortunately, this comparison study was carried out within a COPERT environment. Therefore, the results gained cannot be transferred to the German TREMOD environment on a one-to-one level but nonetheless allow a highly illustrative insight in the reasons for not meeting the set ceiling. The study modeled fuel consumption and NO_x, emissions for four selected countries (Germany, France, Netherlands and Belgium) and found higher NO_x, emissions were estimated for the road transport sector than originally modelled by the RAINS model of IIASA (which underpinned the setting of 2010 ceilings). For Germany, this study shows that with the same activity data set (LIFE+

EC4MACS data from Amann et al. (2010)), NO_x, emissions estimated with COPERT II vs. COPERT 4 (v8.0) increase from 410 kt to 518 kt due to methodological changes, a difference of 282 kt. An additional consideration of changes in AD would lead to 620 kt of NO_x. However, as changes in AD are no valid adjustment reason, the latter value is for information only.

This was mainly due to: * NO_x, emission factors updated in COPERT 4 that did not follow the reductions as set by the emission standards for diesel passenger cars; * important part of diesel fuel consumption in the total fuel consumption of the road traffic.

The results of this study showed that it is the combination of different parameters which might affect the ability (to different extents) of a Party to attain the emission ceilings. In other words, the exceeding of NO_x, ceilings for road transport is due to:

Changes in methodology and emission factors

As these technologically driven changes (as reflected in the evolution of the different so-called Euro norms) lie outside the country's responsibility, current methodology and EFs have to be adjusted in a way to allow the comparison of the actual inventory and the Gothenburg ceilings.

Changes in the activity data

As the development of mileage driven and fuels used within a country (Germany: stronger dieselisation then originally expected) is of the country's responsibility, this effect has to be excluded from any adjustment estimation.

IN-COUNTRY ANALYSIS: THE TREMOD PERSPECTIVE

INITIAL ASSUMPTION

In order to estimate the effect of NO_x, emissions resulting from the failure of the so-called Euro norms, the following procedure has been agreed by expert review teams in the last two years:

proposed amount of adjustable emissions = current AD x current EF - current AD x original EF = current AD x (current EF - original EF) = current EM - "artificial" current EM¹

¹ "artificial" current emissions = virtual current emissions assuming no changes in emission factors

$$EM_{\text{adjustment}} = AD_{\text{current}} * EF_{\text{current}} - AD_{\text{current}} * EF_{\text{original}} = AD_{\text{current}} * (EF_{\text{current}} - EF_{\text{original}}) = EM_{\text{current}} - EM_{\text{current-artificial}}$$

with * **EM_{adjustment}**, = amount of emissions to be subtracted from National Totals * **AD_{current}**, = AD from latest TREMOD version as used for current submission * **EF_{current}**, = EF from latest TREMOD version as used for current submission * **EF_{original}**, = EF from TREMOD version used at the time NEC ceilings were set (here: TREMOD 3.1) * **EM_{current}**, = EM estimated from AD and EF from latest TREMOD version = EM reported for NFR 1.A.3.b with latest submission * **EM_{current-artificial}**, = EM estimated from AD from latest TREMOD version and EF from TREMOD version used at the time NEC ceilings were set (here: TREMOD 3.1)

APPLYING THE ORIGINAL METHODOLOGY

FRAMEWORK INFORMATION

The methodology used for estimating Germany's exhaust emissions from road transport when determining emissions ceilings of the Gothenburg Protocol (1999), was the second version of the EMEP/CORINAIR guidebook corresponding to COPERT II software. This method proposed NO_x, emission factors for

- passenger cars (PC): up to Euro 1
- light commercial vehicles (LCV2): up to Euro 1
- heavy duty vehicles (HDV): pre-EURO I only (conventional)

Back then, without better knowledge, the emission factors for the most recent standards were derived by directly applying the expected reductions in emission standards.

However, as Germany does not use COPERT for compiling its road transport emissions inventory but a national model called

TREMODO, the following comparison has to be carried out between the oldest version of TREMOD still available and the version as applied for the current inventory submission (2020).

Unfortunately, the oldest TREMOD version available for such comparison is TREMOD 3.1 from 2002⁶⁾, including the following set of NO_x, emission factors:

- passenger cars (PC): up to Euro 4
- light commercial vehicles (LCV): up to Euro 4
- heavy duty vehicles (HDV) only up to EURO V

However, as this version includes the technological development since 1999 (when the ceilings were set based on COPERT II), the results from this analysis and the adjustment proposal based upon these results are likely to slightly underestimate the effect of technological changes since 1999 and must therefore be considered conservative.

THE COMPARISON

Application of the original NO_x, methodology to the current road transport background activity data

The *basic activity data* (such as over-all fuel sold and traffic mileages by vehicle type, by fuel or by Euro regulation) implemented in TREMOD 3.1 differ significantly from those of the current TREMOD version especially for the more recent years as of 2005. In addition, *specific activity data* (such as fuel consumptions per vehicle type, per fuel or per Euro regulation) strongly depend on the TREMOD version.

Within this report, Germany re-estimates the NO_x, emission within the TREMOD 3.1 model. To isolate the requested information, the original TREMOD 3.1 activity data was combined with emission factors from both TREMOD 3.1 and the currently used TREMOD 6.02 (Knörr et al., 2019a)⁷⁾.

Description of the updated methodology used

The updated methodology, used in 2019 (for NFR submission 2021) and implemented in version 6.12 of the TREMOD software, considers emission factors of

- passenger cars (PC) up to Euro 6d
- light commercial vehicles (LCV) up to Euro 6d
- heavy duty vehicles (HDV) up to EURO VI

and

- motorized two-wheelers (M2W) up to Euro 4

Comparison of emission estimates made using the original and updated methodologies

The values of NO_x, emissions presented in the table below are estimated with:

- TREMOD 3.1 model equations as initial methodology

and ,

- TREMOD 6.12 equations as methodology applied for NEC submission 2021.

The activity data applied to initial (here: oldest available) and most recent methodology, are those of the latest inventory provided with NEC submission 2021.

Table 1: Resulting adjustment proposal 2020

for year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
proposed adjustment										

The following screenshots show the TREMOD 3.1 / TREMOD 6.12 implementation comparisons per vehicle type/fuel/Euro regulation.

Activity Data

* **current:** from TREMOD 6.12, as reported with the latest inventory submission

* **adjusted:** has to be similar to **current** AD!

* **difference:** as only recent AD are to be used for adjustment estimations, this value must be zero!

Implied Emission Factor

* **current:** representing the ratio of current emissions and current AD

* **adjusted:** representing the ratio of adjusted emissions and current AD

* **difference:** shows percentual difference

NO_x, Emissions

* **current:** from TREMOD 6.12, as reported with the latest inventory submission

* **adjusted:** estimated based on TREMOD 3.1 methodology and TREMOD 6.12 AD

* **adjustment:** adjusted emissions minus current emissions

* **difference:** percentual difference between current and adjusted emissions

Adjustment overview for years 2010 to 2019

NER Code	Fuel	Year	Activity Data			Implied Emission Factor			NO _x Emissions			
			current	adjusted	difference	current	adjusted	difference	current	adjusted	adjustment	difference
			in [TJ]		in [%]	in [kg/TJ]		in [%]	in [kg]			in [%]
1.A.3.b.i	gasoline		795.957	795.957	0%	97.55	94.99	-13%	77.644.842	67.959.906	9.683.935	-13%
1.A.3.b.i	diesel oil		529.390	529.390	0%	429.45	160.51	-63%	227.341.056	84.370.461	142.970.635	-63%
1.A.3.b.ii	gasoline		6.325	6.325	0%	255.87	214.75	-16%	1.618.432	1.358.328	260.104	-16%
1.A.3.b.ii	diesel oil		113.450	113.450	0%	476.34	134.96	-72%	54.040.533	15.311.584	38.728.949	-72%
1.A.3.b.iii	diesel oil		46.844	46.844	0%	623.00	482.55	-23%	29.931.266	23.183.732	6.747.534	-23%
1.A.3.b.iii	diesel oil		566.741	566.741	0%	446.67	271.83	-39%	253.148.243	154.056.160	99.092.083	-39%
1.A.3.b.iv	gasoline		19.712	19.712	0%	113.68	168.43	48%	2.240.749	3.320.034	-1.079.285	48%
1.A.3.b TOTAL		2010	2.079.608	2.079.608	0%			0%	645.965.162	349.851.206	296.113.956	-46%
1.A.3.b.i	gasoline		794.688	794.688	0%	92.09	81.61	-11%	73.185.851	64.351.951	8.833.900	-11%
1.A.3.b.i	diesel oil		553.564	553.564	0%	434.12	159.22	-63%	248.313.791	88.138.959	160.174.832	-63%
1.A.3.b.ii	gasoline		6.118	6.118	0%	229.35	198.57	-13%	1.403.081	1.214.776	188.305	-13%
1.A.3.b.ii	diesel oil		115.967	115.967	0%	481.55	126.92	-74%	55.844.518	14.718.142	41.126.376	-74%
1.A.3.b.iii	diesel oil		47.365	47.365	0%	592.65	448.99	-24%	28.071.221	21.286.323	6.884.898	-24%
1.A.3.b.iii	diesel oil		563.891	563.891	0%	419.38	244.97	-40%	231.410.271	138.136.342	93.273.929	-40%
1.A.3.b.iv	gasoline		19.289	19.289	0%	119.79	171.60	54%	2.137.662	3.299.162	-1.162.160	54%
1.A.3.b TOTAL		2011	2.100.883	2.100.883	0%			0%	632.365.736	331.625.655	300.740.081	-48%
1.A.3.b.i	gasoline		750.957	750.957	0%	85.73	78.00	-9%	64.379.994	58.577.229	5.802.765	-9%
1.A.3.b.i	diesel oil		555.245	555.245	0%	435.96	158.66	-64%	242.062.902	88.096.699	153.966.203	-64%
1.A.3.b.ii	gasoline		5.657	5.657	0%	218.93	193.15	-12%	1.238.520	1.092.662	145.859	-12%
1.A.3.b.ii	diesel oil		114.350	114.350	0%	481.91	128.17	-75%	55.106.382	13.741.354	41.365.028	-75%
1.A.3.b.iii	diesel oil		50.902	50.902	0%	533.22	384.33	-28%	27.141.913	19.563.208	7.578.704	-28%
1.A.3.b.iii	diesel oil		589.585	589.585	0%	381.33	224.00	-41%	224.829.180	132.064.753	92.764.428	-41%
1.A.3.b.iv	gasoline		18.268	18.268	0%	107.43	173.28	61%	1.962.546	3.165.439	-1.202.893	61%
1.A.3.b TOTAL		2012	2.084.964	2.084.964	0%			0%	616.721.438	316.391.343	300.420.094	-49%
1.A.3.b.i	gasoline		749.114	749.114	0%	80.35	74.85	-7%	60.190.007	56.071.797	4.118.211	-7%
1.A.3.b.i	diesel oil		589.131	589.131	0%	437.14	158.71	-64%	257.533.728	93.499.010	164.034.718	-64%
1.A.3.b.ii	gasoline		5.578	5.578	0%	202.80	184.07	-9%	1.131.209	1.026.727	104.482	-9%
1.A.3.b.ii	diesel oil		116.777	116.777	0%	489.60	114.93	-76%	57.003.533	13.690.488	43.333.045	-76%
1.A.3.b.iii	diesel oil		81.716	81.716	0%	509.54	369.96	-29%	26.350.969	18.420.843	7.930.126	-29%
1.A.3.b.iii	diesel oil		600.139	600.139	0%	353.06	287.93	-19%	211.887.531	124.788.459	87.099.072	-41%
1.A.3.b.iv	gasoline		18.229	18.229	0%	194.34	175.38	8%	1.902.668	3.197.038	-1.294.361	8%
1.A.3.b TOTAL		2013	2.132.683	2.132.683	0%			0%	616.078.063	316.854.371	300.224.692	-50%
1.A.3.b.i	gasoline		752.526	752.526	0%	75.03	73.09	-3%	57.215.533	54.988.921	2.216.612	-4%
1.A.3.b.i	diesel oil		626.845	626.845	0%	435.87	159.12	-63%	272.876.061	99.613.892	173.262.169	-63%
1.A.3.b.ii	gasoline		5.845	5.845	0%	190.34	176.49	-7%	1.112.584	1.031.612	80.972	-7%
1.A.3.b.ii	diesel oil		128.578	128.578	0%	475.56	110.96	-77%	61.146.575	14.267.237	46.879.338	-77%
1.A.3.b.iii	diesel oil		45.143	45.143	0%	468.37	339.99	-27%	23.017.116	16.708.234	6.308.881	-27%
1.A.3.b.iii	diesel oil		672.754	672.754	0%	314.05	196.05	-38%	179.874.133	112.285.582	67.588.551	-38%
1.A.3.b.iv	gasoline		18.673	18.673	0%	100.59	179.24	78%	1.878.294	3.346.794	-1.468.499	78%
1.A.3.b TOTAL		2014	2.153.563	2.153.563	0%			0%	597.120.297	302.252.271	294.868.025	-49%
1.A.3.b.i	gasoline		715.156	715.156	0%	74.38	71.73	-4%	53.190.787	51.300.983	1.889.805	-4%
1.A.3.b.i	diesel oil		645.555	645.555	0%	426.19	159.80	-63%	275.130.233	103.163.501	171.966.732	-63%
1.A.3.b.ii	gasoline		5.793	5.793	0%	187.12	172.80	-8%	1.083.927	1.000.999	82.928	-8%
1.A.3.b.ii	diesel oil		135.396	135.396	0%	469.35	187.96	-77%	63.505.443	14.607.490	48.897.953	-77%
1.A.3.b.iii	diesel oil		52.287	52.287	0%	458.96	327.99	-29%	23.997.817	17.149.448	6.848.370	-29%
1.A.3.b.iii	diesel oil		589.411	589.411	0%	266.69	187.51	-30%	157.189.676	116.529.703	40.659.973	-30%
1.A.3.b.iv	gasoline		18.459	18.459	0%	99.32	180.65	82%	1.833.362	3.334.472	-1.501.090	82%
1.A.3.b TOTAL		2015	2.161.576	2.161.576	0%			0%	575.931.265	301.877.596	274.053.670	-48%
1.A.3.b.i	gasoline		715.272	715.272	0%	79.93	78.65	-2%	50.736.967	50.535.049	201.918	0%
1.A.3.b.i	diesel oil		675.119	675.119	0%	410.36	160.76	-61%	277.041.660	108.535.230	168.506.430	-61%
1.A.3.b.ii	gasoline		5.926	5.926	0%	189.27	171.06	-9%	1.068.292	1.013.678	54.614	-5%
1.A.3.b.ii	diesel oil		144.068	144.068	0%	456.12	185.62	-77%	65.712.732	15.216.007	50.496.726	-77%
1.A.3.b.iii	diesel oil		54.157	54.157	0%	424.73	388.24	-9%	23.002.109	16.693.117	6.308.992	-27%
1.A.3.b.iii	diesel oil		594.013	594.013	0%	226.31	180.97	-20%	134.431.899	107.496.262	26.935.637	-20%
1.A.3.b.iv	gasoline		18.785	18.785	0%	96.14	181.66	89%	1.805.897	3.412.476	-1.606.579	89%
1.A.3.b TOTAL		2016	2.207.339	2.207.339	0%			0%	553.799.556	302.901.820	250.897.738	-45%
1.A.3.b.i	gasoline		724.571	724.571	0%	67.66	69.88	3%	49.026.074	50.634.714	-1.608.640	3%
1.A.3.b.i	diesel oil		696.592	696.592	0%	399.65	161.95	-59%	272.126.091	112.810.721	159.315.370	-59%
1.A.3.b.ii	gasoline		6.186	6.186	0%	171.15	167.18	-2%	1.058.799	1.034.211	24.588	-2%
1.A.3.b.ii	diesel oil		153.294	153.294	0%	424.66	183.89	-76%	66.093.930	15.925.216	50.168.714	-76%
1.A.3.b.iii	diesel oil		53.382	53.382	0%	378.80	286.71	-23%	19.793.501	15.304.828	4.488.673	-23%
1.A.3.b.iii	diesel oil		598.263	598.263	0%	195.02	175.92	-9%	116.671.141	105.248.508	11.422.633	-10%
1.A.3.b.iv	gasoline		19.160	19.160	0%	92.83	183.39	98%	1.778.674	3.513.787	-1.735.114	98%
1.A.3.b TOTAL		2017	2.251.437	2.251.437	0%			0%	525.549.410	304.469.906	221.079.424	-42%
1.A.3.b.i	gasoline		699.027	699.027	0%	64.42	68.36	6%	45.032.996	47.786.817	-2.753.820	6%
1.A.3.b.i	diesel oil		666.074	666.074	0%	371.66	163.30	-56%	247.656.063	108.768.604	138.887.459	-56%
1.A.3.b.ii	gasoline		6.315	6.315	0%	158.22	168.11	1%	999.199	1.011.138	-11.939	1%
1.A.3.b.ii	diesel oil		154.259	154.259	0%	384.71	182.69	-73%	69.344.525	15.840.310	53.504.215	-73%
1.A.3.b.iii	diesel oil		51.634	51.634	0%	399.75	263.53	-35%	15.993.526	13.607.106	2.386.420	-15%
1.A.3.b.iii	diesel oil		585.186	585.186	0%	171.18	172.10	1%	188.173.337	188.710.869	-537.532	1%
1.A.3.b.iv	gasoline		18.497	18.497	0%	89.66	184.61	106%	1.658.568	3.414.767	-1.756.209	106%
1.A.3.b TOTAL		2018	2.180.993	2.180.993	0%			0%	478.758.206	291.139.612	179.618.593	-38%
1.A.3.b.i	gasoline		704.691	704.691	0%	62.30	68.45	10%	43.901.941	48.238.025	-4.336.084	10%
1.A.3.b.i	diesel oil		683.841	683.841	0%	345.81	165.07	-52%	229.566.068	109.582.982	119.983.106	-52%
1.A.3.b.ii	gasoline		6.683	6.683	0%	146.08	153.25	5%	976.219	1.024.160	-47.941	5%
1.A.3.b.ii	diesel oil		159.183	159.183	0%	347.42	181.90	-71%	55.303.335	16.221.445	39.081.890	-71%
1.A.3.b.iii	diesel oil		52.939	52.939	0%	274.41	247.81	-9%	14.527.012	13.118.578	1.408.434	-10%
1.A.3.b.iii	diesel oil		595.913	595.913	0%	153.35	169.17	10%	91.380.700	100.899.376	-9.428.676	10%
1.A.3.b.iv	gasoline		18.750	18.750	0%	86.05	186.83	117%	1.613.450	3.502.941	-1.889.491	117%
1.A.3.b TOTAL		2019	2.202.000	2.202.000	0%			0%	437.268.744	292.497.497	144.771.248	-33%

Adjustment details for 2020													
NFR Code	Fuel	Activity Data			Implied Emission Factor			NO _x Emissions					
		current	adjusted	difference	current	adjusted	difference	current	adjusted	adjustment	difference		
		in [t]	in [t]	in [%]	in [g/t]	in [g/t]	in [%]	in [kg]	in [kg]	in [kg]	in [%]		
1.A.3.a.i. Passenger Cars	Gasoline	pre-Cars	13.685	13.685	0%	584.75	514.25	-12%	7.955.060	6.986.917	-958.143	-12%	
		Car 1	36.541	36.541	0%	338.50	297.71	-10%	25.915.925	10.189.262	-7.716.663	-30%	
		Car 2	96.425	96.425	0%	172.95	135.63	-22%	16.580.020	13.020.026	-3.588.995	-22%	
		Car 3	133.139	133.139	0%	58.51	70.18	20%	7.790.384	9.343.433	1.553.129	20%	
		Car 4	444.991	444.991	0%	42.27	42.19	0%	18.911.389	18.773.529	-37.859	0%	
		Car 5	31.234	31.234	0%	18.61	42.19	127%	581.142	1.317.737	736.595	127%	
	Car 6	0	0	0%	25.08	42.19	67%	2	3	1	67%		
	Gasoline total	795.057	795.057	0%	92.55	84.39	-9%	77.644.842	67.650.586	-9.993.256	-13%		
	Diesel Oil	pre-Cars	1.915	1.915	0%	318.13	264.56	-15%	683.160	587.256	-95.905	-15%	
		Car 1	10.338	10.338	0%	296.42	245.17	-11%	3.066.428	2.741.387	-325.121	-11%	
Car 2		50.088	50.088	0%	406.90	278.19	-40%	20.372.795	10.974.210	-9.398.584	-46%		
Car 3		134.025	134.025	0%	542.54	170.54	-67%	72.645.173	23.929.276	-48.715.897	-67%		
1.A.3.b.i. Light Duty Vehicles (LDVs)	Gasoline	pre-Cars	279.154	279.154	0%	304.37	140.58	-53%	107.299.180	39.243.811	-68.055.369	-63%	
		Car 1	53.547	53.547	0%	434.70	140.58	-68%	23.276.735	7.527.796	-15.748.939	-68%	
		Car 2	334	334	0%	257.62	140.58	-45%	85.044	46.953	-38.091	-45%	
		Diesel oil total	529.380	529.380	0%	429.45	160.55	-63%	227.347.096	84.970.461	-142.376.635	-63%	
		Pkx Total	1.325.337	1.325.337	0%	238.12	155.14	-36%	364.985.938	152.621.367	-152.364.570	-42%	
		Diesel Oil	pre-Cars	1.249	1.249	0%	627.99	545.95	-13%	183.760	157.256	-26.504	-15%
	Car 1		367	367	0%	361.95	297.39	-18%	369.969	186.620	-208.358	-58%	
	Car 2		1.393	1.393	0%	264.75	184.41	-30%	368.840	256.917	-111.923	-30%	
	Car 3		856	856	0%	82.47	30.83	-63%	70.631	77.625	6.994	10%	
	1.A.3.b.ii. Heavy Duty Vehicles (HDVs)	Gasoline	pre-Cars	2.420	2.420	0%	36.32	44.90	24%	87.987	188.679	28.772	33%
Car 1			49	49	0%	15.34	44.90	193%	750	2.218	1.468	193%	
Car 2			0	0	0%	0	0	0%	0	0	0	0%	
Gasoline total			6.325	6.325	0%	255.87	254.75	-0%	1.478.832	1.358.128	-120.704	-8%	
Diesel Oil			pre-Cars	4.876	4.876	0%	425.99	386.79	-9%	2.077.142	1.436.983	-640.159	-31%
			Car 1	9.989	9.989	0%	399.59	276.24	-30%	2.389.089	1.289.636	-1.099.453	-46%
		Car 2	13.126	13.126	0%	336.76	153.18	-54%	4.420.380	2.534.731	-1.885.649	-43%	
		Car 3	33.249	33.249	0%	531.91	150.58	-72%	17.655.883	5.085.760	-12.570.123	-72%	
1.A.3.b.iii. Heavy Duty Vehicles (Trucks & Lorries)		Diesel Oil	pre-Cars	54.581	54.581	0%	491.42	80.69	-84%	26.021.036	4.940.722	-21.080.314	-80%
			Car 1	1.629	1.629	0%	427.50	80.69	-79%	696.296	144.434	-551.772	-79%
	Car 2		0	0	0%	15.73	80.69	45%	7	4	-3	-45%	
	Diesel Oil total		113.450	113.450	0%	416.34	134.94	-72%	54.043.533	15.351.584	-38.691.949	-72%	
	LDVs Total		119.175	119.175	0%	464.70	139.18	-70%	55.658.966	36.689.913	-18.969.053	-34%	
	pre-Cars		3.382	3.382	0%	1096.25	1828.78	67%	3.674.087	3.452.644	-221.443	-6%	
	Car 1	2.826	2.826	0%	749.41	732.14	-2%	2.117.871	2.125.595	7.723	0%		
	Car 2	10.152	10.152	0%	801.96	643.47	-20%	8.140.119	6.532.213	-1.607.906	-20%		
	Car 3	15.890	15.890	0%	633.22	437.25	-30%	13.065.776	7.289.299	-5.776.477	-44%		
	Car 4	5.461	5.461	0%	448.63	351.65	-21%	2.650.016	1.501.527	-1.148.489	-43%		
Car 5	10.326	10.326	0%	337.28	182.33	-46%	3.882.417	1.882.544	-1.999.873	-51%			
Car 6	0	0	0%	15.73	80.69	45%	7	4	-3	-45%			
Trucks Total	48.044	48.044	0%	623.80	482.55	-23%	29.931.266	23.183.732	-6.747.534	-23%			
1.A.3.b.iv. Motorised Two-Wheelers (MTWs)	Diesel Oil	pre-Cars	10.185	10.185	0%	1040.16	787.37	-25%	10.510.623	7.754.136	-2.756.487	-26%	
		Car 1	5.677	5.677	0%	758.59	575.55	-24%	4.261.383	3.287.681	-973.702	-23%	
		Car 2	38.558	38.558	0%	817.62	524.79	-35%	31.525.526	20.234.619	-11.290.907	-36%	
		Car 3	169.023	169.023	0%	636.28	274.48	-57%	161.136.182	59.617.271	-101.518.911	-63%	
		Car 4	69.636	69.636	0%	368.34	280.62	-24%	27.183.867	20.146.636	-7.037.231	-26%	
		Car 5	283.934	283.934	0%	276.42	151.65	-45%	79.543.643	43.115.897	-36.427.746	-46%	
	Car 6	0	0	0%	0	0	0%	0	0	0	0%		
	Trucks Total	566.141	566.141	0%	446.67	271.83	-39%	293.148.243	154.696.160	-138.452.083	-47%		
	Gasoline	pre-Cars	7.973	7.973	0%	122.80	149.18	22%	372.721	1.189.393	216.672	58%	
		Car 1	5.231	5.231	0%	123.77	165.74	34%	647.479	887.039	239.560	37%	
Car 2		3.587	3.587	0%	141.16	184.21	31%	585.362	686.681	101.319	30%		
Car 3		2.950	2.950	0%	38.11	184.21	381%	116.189	657.032	540.843	381%		
Car 4		0	0	0%	0	0	0%	0	0	0	0%		
Car 5		0	0	0%	0	0	0%	0	0	0	0%		
Gasoline total	19.112	19.112	0%	113.68	168.43	48%	2.240.149	3.326.034	1.085.885	48%			
1.A.3.b. Road Transport	Total	2.079.688	2.079.688	0%	218.62	168.23	-46%	645.955.152	349.851.296	-296.103.856	-46%		

Adjustment details for 2023												
NFR Code	Fuel	Activity Data			Implied Emission Factor			NO _x Emissions				
		current	adjusted	difference	current	adjusted	difference	current	adjusted	adjustment	difference	
		in [t]	in [t]	in [%]	in [g/t]	in [g/t]	in [%]	in [kg]	in [kg]	in [kg]	in [%]	
1.A.3.a.i. Passenger Cars	Gasoline	pre-Euro	11,581	11,581	0%	607.72	635.38	-52%	7,035,041	6,189,785	-836,256	-52%
		Euro 1	47,487	47,487	0%	348.56	341.62	-31%	16,571,746	11,426,129	-5,145,617	-31%
		Euro 2	72,781	72,781	0%	194.27	137.82	-29%	13,487,749	10,035,380	-3,372,369	-26%
		Euro 3	189,443	189,443	0%	63.89	72.62	14%	6,927,963	7,875,172	947,209	14%
		Euro 4	489,541	489,541	0%	45.39	45.13	-1%	18,541,881	18,436,736	-105,145	-1%
		Euro 5	181,961	181,961	0%	18.61	45.13	142%	1,887,355	4,681,311	2,793,956	142%
		Euro 6	282	282	0%	25.06	45.13	74%	7,339	12,736	5,399	74%
		Gasoline total	790,267	790,267	0%	85.73	78.88	-8%	64,379,964	58,577,229	-5,802,735	-9%
	Diesel Oil	pre-Euro	1,487	1,487	0%	311.98	284.56	-9%	463,963	383,872	-80,091	-9%
		Euro 1	6,660	6,660	0%	267.79	196.44	-11%	1,980,364	1,771,787	-208,577	-11%
		Euro 2	33,967	33,967	0%	406.82	279.27	-40%	13,987,432	7,445,646	-6,541,787	-40%
		Euro 3	183,539	183,539	0%	564.82	176.63	-69%	58,389,037	18,434,837	-39,954,200	-69%
		Euro 4	234,943	234,943	0%	398.41	146.46	-62%	91,724,190	34,488,997	-57,235,193	-62%
		Euro 5	173,112	173,112	0%	434.89	146.46	-66%	75,284,364	25,353,375	-49,930,989	-66%
		Euro 6	1,557	1,557	0%	219.84	146.46	-44%	484,664	220,086	-264,578	-44%
		Diesel oil total	555,245	555,245	0%	415.96	158.66	-64%	242,962,982	88,096,639	-154,866,303	-64%
		FCs Total	1,345,262	1,345,262	0%	234.61	115.29	-50%	386,442,896	146,673,867	-239,769,029	-50%
	Gasoline	pre-Euro	962	962	0%	632.36	645.95	2%	607,779	621,160	13,411	2%
		Euro 1	232	232	0%	803.24	193.22	-86%	199,985	70,295	-129,691	-86%
		Euro 2	989	989	0%	271.16	195.74	-28%	269,134	133,538	-135,596	-28%
		Euro 3	835	835	0%	89.38	98.33	10%	14,623	82,082	7,459	10%
		Euro 4	2,030	2,030	0%	38.49	47.58	24%	78,155	96,691	18,445	24%
		Euro 5	610	610	0%	16.36	47.58	182%	9,941	29,011	19,069	182%
		Euro 6	0	0	0%	15.37	47.58	210%	2	6	4	210%
		Gasoline total	5,657	5,657	0%	218.93	193.15	-12%	1,238,520	1,692,662	454,185	12%
1.A.3.b.i. Heavy Duty Vehicles (LNN)	Gasoline	pre-Euro	3,281	3,281	0%	424.46	386.79	-9%	1,368,754	1,262,093	-106,661	-9%
		Euro 1	3,666	3,666	0%	398.34	276.24	-40%	1,445,960	1,017,634	-428,326	-40%
		Euro 2	8,479	8,479	0%	336.40	133.39	-49%	2,852,325	1,639,772	-1,212,553	-43%
		Euro 3	23,785	23,785	0%	558.53	150.44	-73%	13,050,281	3,546,082	-9,504,199	-73%
		Euro 4	59,485	59,485	0%	494.22	89.85	-82%	29,369,870	5,337,395	-24,032,475	-82%
		Euro 5	15,964	15,964	0%	442.70	89.85	-80%	7,040,461	1,420,906	-5,619,555	-80%
		Euro 6	1	1	0%	15.14	89.85	-41%	122	72	-50	-41%
		Diesel oil total	114,350	114,350	0%	485.91	120.17	-75%	55,186,382	13,741,354	-41,445,028	-75%
		LNNs Total	129,088	129,088	0%	489.51	123.61	-74%	56,344,963	14,834,656	-41,510,307	-74%
	Diesel Oil	pre-Euro	1,326	1,326	0%	1093.46	1919.46	4%	1,410,640	1,352,283	-58,357	-4%
		Euro 1	1,246	1,246	0%	727.34	731.15	1%	1,017,476	1,017,184	-292	0%
		Euro 2	7,780	7,780	0%	703.46	643.34	-9%	5,085,091	4,597,478	-487,613	-9%
		Euro 3	14,483	14,483	0%	629.94	437.61	-31%	9,073,197	6,089,744	-2,983,453	-31%
		Euro 4	5,331	5,331	0%	468.10	361.86	-22%	2,642,179	1,675,777	-966,402	-22%
		Euro 5	20,752	20,752	0%	347.84	182.99	-47%	7,219,563	2,787,467	-4,432,096	-47%
		Euro 6	73	73	0%	64.52	182.99	236%	3,961	13,296	9,334	236%
		Diesel Total	50,962	50,962	0%	533.22	384.33	-28%	27,141,913	19,945,288	-7,196,624	-28%
		Trucks Total	589,585	589,585	0%	385.33	224.69	-41%	224,829,180	132,064,153	-92,765,028	-41%
	Gasoline	pre-Euro	6,190	6,190	0%	122.76	151.03	23%	822,539	1,011,920	189,381	23%
		Euro 1	4,386	4,386	0%	134.61	171.39	28%	536,615	738,050	201,435	38%
		Euro 2	3,267	3,267	0%	136.22	194.56	42%	445,087	636,853	191,766	43%
		Euro 3	3,984	3,984	0%	38.66	184.56	382%	18,386	778,616	760,230	382%
		Euro 4	0	0	0%	0	0	0%	0	0	0	0%
		Euro 5	0	0	0%	0	0	0%	0	0	0	0%
		Gasoline Total	18,268	18,268	0%	107.43	175.28	61%	1,982,546	3,165,439	1,182,893	61%
		1.A.3.b. Road Transport	2,084,964	2,084,964	0%	295.79	151.71	-49%	616,721,438	396,381,343	-220,340,094	-49%

Adjustment details for 2023												
NFR Code	Fuel	Activity Data			Implied Emission Factor			NO _x Emissions				
		current	adjusted	difference	current	adjusted	difference	current	adjusted	adjustment	difference	
		in [t]	in [t]	in [%]	in [g/t]	in [g/t]	in [%]	in [kg]	in [kg]	in [kg]	in [%]	
1.A.3.a.i. Passenger Cars	Gasoline	pre-Euro	11,680	11,680	0%	618.27	649.35	-5%	7,011,541	6,967,452	-4,444,808	-93%
		Euro 1	37,743	37,743	0%	353.78	341.68	-3%	13,362,966	9,129,495	-4,233,471	-32%
		Euro 2	62,680	62,680	0%	188.93	139.33	-27%	11,889,922	8,722,244	-3,167,678	-27%
		Euro 3	97,792	97,792	0%	66.38	73.19	10%	6,481,618	7,156,920	675,303	10%
		Euro 4	397,911	397,911	0%	47.22	46.52	-1%	18,790,345	18,589,937	-200,407	-1%
		Euro 5	138,063	138,063	0%	18.60	46.52	150%	2,583,150	6,439,691	3,856,541	150%
	Euro 6	2,714	2,714	0%	25.99	46.52	79%	70,526	126,237	55,711	79%	
	Gasoline total	749,154	749,154	0%	88.35	74.85	-13%	68,090,687	56,671,737	-11,418,950	-17%	
	Diesel Oil	pre-Euro	1,389	1,389	0%	312.74	284.56	-9%	463,961	386,139	-77,822	-9%
		Euro 1	6,605	6,605	0%	268.42	266.79	-1%	1,970,472	1,580,688	-389,784	-11%
		Euro 2	28,437	28,437	0%	406.84	279.91	-40%	11,983,522	6,253,531	-5,729,991	-40%
		Euro 3	182,795	182,795	0%	574.33	176.67	-69%	53,284,956	18,579,373	-34,705,583	-69%
		Euro 4	222,583	222,583	0%	393.55	149.27	-62%	87,598,471	33,225,566	-54,372,905	-62%
		Euro 5	233,766	233,766	0%	435.42	149.27	-66%	101,787,275	34,894,788	-66,892,487	-66%
	Euro 6	4,536	4,536	0%	219.53	149.27	-42%	1,177,151	677,045	-500,106	-42%	
	Diesel oil total	589,131	589,131	0%	437.14	158.71	-64%	257,533,128	83,899,619	-173,633,509	-64%	
	FCs Total	1,338,245	1,338,245	0%	237.40	115.77	-51%	317,723,735	146,571,356	-171,152,379	-51%	
	Gasoline	pre-Euro	981	981	0%	633.81	645.95	2%	608,320	621,160	12,840	2%
Euro 1		194	194	0%	803.50	389.27	-85%	167,261	59,326	-107,935	-85%	
Euro 2		836	836	0%	274.42	211.18	-21%	229,520	188,265	-41,255	-21%	
Euro 3		784	784	0%	52.66	111.73	10%	72,691	79,780	7,089	10%	
Euro 4		1,889	1,889	0%	43.70	48.89	10%	77,284	82,833	5,549	10%	
Euro 5		965	965	0%	16.37	48.89	183%	15,187	47,268	32,081	183%	
Euro 6		1	1	0%	17.60	48.89	170%	26	72	46	170%	
Gasoline total		5,578	5,578	0%	262.86	184.67	-3%	1,131,299	1,692,727	561,428	3%	
Diesel Oil		pre-Euro	2,744	2,744	0%	424.37	386.79	-9%	1,168,757	1,044,928	-123,829	-9%
	Euro 1	2,945	2,945	0%	398.75	276.25	-40%	1,166,762	834,596	-332,166	-40%	
	Euro 2	6,982	6,982	0%	338.92	153.35	-42%	2,340,147	1,350,614	-989,533	-42%	
	Euro 3	20,421	20,421	0%	558.32	150.38	-73%	11,437,995	3,070,913	-8,367,082	-73%	
	Euro 4	55,887	55,887	0%	497.72	90.46	-82%	27,775,440	5,040,416	-22,735,024	-82%	
	Euro 5	29,024	29,024	0%	441.97	90.46	-80%	13,181,325	2,687,964	-10,493,361	-80%	
	Euro 6	41	41	0%	15.126	90.46	-80%	6,160	2,688	-3,472	-80%	
	Diesel oil total	118,777	118,777	0%	488.66	124.93	-74%	57,083,513	13,650,488	-43,433,025	-74%	
	LNNs Total	124,354	124,354	0%	488.14	126.03	-74%	58,214,142	14,677,215	-43,536,927	-74%	
1.A.3.a.ii. Heavy Duty Vehicles (LDV)	Gasoline	pre-Euro	1,172	1,172	0%	1096.68	1919.23	4%	1,249,029	1,194,143	-54,886	-4%
		Euro 1	1,054	1,054	0%	727.68	750.39	3%	766,620	791,181	24,561	3%
		Euro 2	6,984	6,984	0%	764.97	643.48	-16%	3,324,968	4,379,371	1,054,403	31%
		Euro 3	11,187	11,187	0%	638.43	475.65	-21%	8,262,880	5,998,226	-2,264,654	-27%
		Euro 4	4,946	4,946	0%	460.55	351.71	-24%	2,270,061	1,730,796	-539,264	-24%
		Euro 5	26,096	26,096	0%	368.98	183.48	-40%	8,435,583	4,240,743	-4,194,761	-40%
	Euro 6	537	537	0%	44.76	183.48	310%	24,047	86,672	62,625	310%	
	Buses Total	11,716	11,716	0%	505.94	360.06	-29%	26,390,969	16,620,843	-9,770,126	-29%	
	Diesel Oil	pre-Euro	5,983	5,983	0%	1030.72	737.35	-29%	6,072,170	4,322,888	-1,749,283	-29%
Euro 1		2,944	2,944	0%	748.27	583.47	-21%	2,176,946	1,650,960	-525,987	-24%	
Euro 2		16,885	16,885	0%	818.17	510.24	-37%	10,080,681	6,949,975	-3,130,706	-31%	
Euro 3		45,517	45,517	0%	633.52	387.73	-39%	47,587,448	27,081,147	-20,506,300	-43%	
Euro 4		42,781	42,781	0%	356.90	287.27	-27%	16,936,867	12,289,770	-4,647,097	-27%	
Euro 5		436,980	436,980	0%	261.70	152.65	-40%	123,181,324	66,796,436	-56,384,887	-46%	
Euro 6	18,020	18,020	0%	93.87	152.65	281%	913,082	2,750,630	1,837,548	281%		
Trucks Total	680,139	680,139	0%	353.96	287.33	-41%	218,587,531	124,180,469	-94,397,062	-41%		
1.A.3.b.i. Motorised Two-Wheelers (MOW)	Gasoline	pre-Euro	6,352	6,352	0%	123.97	151.79	23%	781,730	964,170	182,443	23%
		Euro 1	4,013	4,013	0%	125.91	173.15	39%	582,073	634,880	52,807	39%
		Euro 2	3,362	3,362	0%	132.24	158.58	40%	436,688	648,894	212,206	40%
		Euro 3	4,562	4,562	0%	39.81	158.58	281%	181,610	882,175	700,565	281%
		Euro 4	0	0	0%	0	0	0%	0	0	0	0%
		Euro 5	0	0	0%	0	0	0%	0	0	0	0%
MOWs Total	18,229	18,229	0%	104.34	175.38	68%	1,962,088	3,197,038	1,234,950	68%		
1.A.3.b. Road Transport	Total	2,132,083	2,132,083	0%	268.88	186.27	-56%	616,073,963	310,854,371	-305,219,592	-56%	

Adjustment details for 2024												
NFR Code	Fuel	Activity Data			Implied Emission Factor			NO _x Emissions				
		current	adjusted	difference	current	adjusted	difference	current	adjusted	adjustment	difference	
		in [t]	in [t]	in [%]	in [g/t]	in [g/t]	in [%]	in [g]	in [g]	in [g]	in [g]	
1.A.3.a.i. - Passenger Cars	Gasoline	pre-Cars	11.647	11.647	0%	812.37	844.11	-11%	7.132.688	6.337.484	-796.844	-11%
		Car 1	30.667	30.667	0%	368.77	343.93	-32%	11.082.246	7.480.641	-3.621.706	-32%
		Car 2	53.486	53.486	0%	198.58	140.31	-29%	10.514.477	7.584.432	-3.018.844	-29%
		Car 3	87.374	87.374	0%	65.31	73.93	7%	6.955.589	6.459.797	-494.218	-7%
		Car 4	387.759	387.759	0%	45.16	47.80	-3%	19.093.585	18.536.009	-523.557	-3%
		Car 5	171.270	171.270	0%	18.59	47.80	151%	3.183.282	0.187.581	-5.004.209	151%
		Car 6	10.315	10.315	0%	25.97	47.80	84%	267.855	433.096	225.248	84%
		Gasoline total	752.506	752.506	0%	76.03	73.89	-3%	57.215.533	54.988.501	-2.216.412	-3%
	Diesel Oil	pre-Cars	1.341	1.341	0%	311.73	284.66	-5%	417.967	366.246	-42.722	-5%
		Car 1	4.892	4.892	0%	298.92	267.28	-11%	1.482.284	1.387.643	-156.951	-11%
		Car 2	23.934	23.934	0%	408.71	320.45	-40%	9.734.484	5.276.480	-4.458.004	-40%
		Car 3	82.749	82.749	0%	585.53	176.81	-69%	48.481.830	14.796.245	-33.685.585	-69%
		Car 4	211.237	211.237	0%	297.27	151.77	-42%	83.917.680	32.059.973	-51.857.706	-42%
		Car 5	285.011	285.011	0%	436.38	151.77	-65%	124.721.396	43.370.300	-81.343.896	-65%
		Car 6	16.081	16.081	0%	259.34	151.77	-41%	4.170.580	2.440.686	-1.729.814	-41%
		Diesel oil total	626.045	626.045	0%	415.87	159.12	-62%	272.876.061	99.613.892	-173.262.169	-62%
		Pkx Total	1.338.571	1.338.571	0%	238.44	152.15	-53%	138.091.584	154.652.853	-175.478.269	-53%
	Gasoline	pre-Cars	986	986	0%	632.44	645.95	2%	193.683	278.724	85.844	2%
		Car 1	173	173	0%	968.27	989.98	64%	150.074	53.575	-96.499	-64%
		Car 2	748	748	0%	204.73	287.11	-27%	212.888	154.839	-58.029	-27%
		Car 3	771	771	0%	98.62	185.21	-7%	75.982	81.070	5.078	7%
		Car 4	1.087	1.087	0%	43.47	50.15	15%	81.139	83.618	2.479	15%
		Car 5	1.374	1.374	0%	17.11	50.15	183%	23.517	68.918	45.401	183%
		Car 6	17	17	0%	18.06	50.15	179%	212	670	657	179%
		Gasoline total	5.845	5.845	0%	598.34	176.49	-7%	1.112.584	1.031.852	-88.732	-7%
Diesel Oil	pre-Cars	2.537	2.537	0%	428.16	386.79	-21%	1.985.819	1.776.259	-207.559	-21%	
	Car 1	2.588	2.588	0%	393.82	276.25	-40%	987.136	639.898	-347.328	-40%	
	Car 2	6.087	6.087	0%	338.81	133.25	-42%	1.385.995	1.180.889	-205.126	-42%	
	Car 3	18.220	18.220	0%	571.75	150.58	-74%	10.417.076	2.742.056	-7.675.020	-74%	
	Car 4	52.361	52.361	0%	498.70	91.69	-82%	26.164.486	4.703.746	-21.494.748	-82%	
	Car 5	46.749	46.749	0%	438.44	91.69	-79%	20.696.234	4.258.626	-16.237.709	-79%	
	Car 6	187	187	0%	151.18	91.69	-40%	29.829	17.974	-11.855	-40%	
	Diesel oil total	128.550	128.550	0%	415.56	150.96	-77%	61.148.575	54.267.231	-6.881.338	-77%	
	LDVs Total	134.423	134.423	0%	463.56	153.81	-75%	62.299.160	55.298.849	-6.998.311	-75%	
Diesel Oil	pre-Cars	984	984	0%	1099.48	1919.23	-5%	1.062.384	1.062.921	-48.443	-5%	
	Car 1	837	837	0%	728.12	130.99	-3%	689.232	628.359	-18.127	-3%	
	Car 2	5.586	5.586	0%	704.95	643.67	-9%	4.284.320	3.683.441	-598.807	-9%	
	Car 3	11.221	11.221	0%	621.20	458.38	-27%	7.082.740	5.143.628	-1.939.228	-27%	
	Car 4	4.270	4.270	0%	461.10	361.79	-24%	1.972.610	1.584.978	-467.632	-24%	
	Car 5	22.042	22.042	0%	368.55	183.99	-40%	7.726.921	4.065.632	-3.671.389	-40%	
	Car 6	4.182	4.182	0%	42.78	183.99	330%	178.913	789.476	610.563	330%	
	Diesel Total	49.143	49.143	0%	468.37	339.99	-27%	23.017.115	16.788.234	-6.208.881	-27%	
	Trucks Total	572.754	572.754	0%	314.85	196.65	-38%	179.874.133	132.285.562	-47.588.551	-38%	
Diesel Oil	pre-Cars	6.185	6.185	0%	122.85	158.64	29%	795.185	974.388	218.182	29%	
	Car 1	3.037	3.037	0%	134.71	174.84	40%	478.514	670.859	192.346	40%	
	Car 2	3.365	3.365	0%	128.94	186.25	52%	433.874	680.370	226.504	52%	
	Car 3	5.385	5.385	0%	38.53	186.25	386%	299.722	1.041.189	821.467	386%	
	Car 4	0	0	0%	0	0	0%	0	0	0	0%	
	Car 5	0	0	0%	0	0	0%	0	0	0	0%	
	Gasoline total	18.673	18.673	0%	108.59	179.24	78%	1.878.294	3.386.734	1.488.498	78%	
	Diesel Oil	pre-Cars	187	187	0%	151.18	91.69	-40%	29.829	17.974	-11.855	-40%
		Car 1	187	187	0%	151.18	91.69	-40%	29.829	17.974	-11.855	-40%
Car 2		187	187	0%	151.18	91.69	-40%	29.829	17.974	-11.855	-40%	
Car 3		187	187	0%	151.18	91.69	-40%	29.829	17.974	-11.855	-40%	
Car 4		187	187	0%	151.18	91.69	-40%	29.829	17.974	-11.855	-40%	
Car 5		187	187	0%	151.18	91.69	-40%	29.829	17.974	-11.855	-40%	
MTWs Total	18.673	18.673	0%	108.59	179.24	78%	1.878.294	3.386.734	1.488.498	78%		
1.A.3.b. Road Transport	Total	2.153.563	2.153.563	0%	277.27	140.35	-49%	587.120.297	382.252.271	-204.868.625	-49%	

Adjustment details for 2026												
NFR Code	Fuel	Activity Data			Implied Emission Factor			NO _x Emissions				
		current	adjusted	difference	current	adjusted	difference	current	adjusted	adjustment	difference	
		in [t]	in [t]	in [%]	in [g/t]	in [g/t]	in [%]	in [kg]	in [kg]	in [kg]	in [kg]	
1.A.3.a.i. Passenger Cars	Gasoline	pre-Cars	15 782	15 782	0%	636.75	648.11	-14%	7 670 916	6 410 967	-1 657 867	-14%
		Car 1	20 270	20 270	0%	372.25	241.68	-35%	7 545 483	4 986 888	-2 648 596	-35%
		Car 2	36 062	36 062	0%	212.73	143.11	-33%	7 671 581	5 180 897	-2 516 693	-33%
		Car 3	83 039	83 039	0%	76.17	75.50	-1%	4 881 482	4 759 259	-42 233	-1%
		Car 4	334 413	334 413	0%	53.74	50.17	-7%	17 363 364	16 777 445	-1 192 488	-7%
		Car 5	183 374	183 374	0%	19.09	50.17	163%	3 580 745	9 189 834	5 609 089	163%
		Car 6	66 332	66 332	0%	26.67	50.17	88%	1 768 917	3 327 855	1 558 938	88%
		Gasoline total	715 272	715 272	0%	78.93	70.65	-9%	58 736 267	50 535 049	-8 201 218	-9%
	Diesel Oil	pre-Cars	1 380	1 380	0%	368.76	254.66	-31%	386 262	239 173	-147 089	-31%
		Car 1	3 749	3 749	0%	298.36	269.66	-9%	1 122 449	1 011 626	-111 425	-10%
		Car 2	16 584	16 584	0%	407.19	221.43	-46%	6 720 132	3 663 964	-3 056 168	-46%
		Car 3	81 398	81 398	0%	802.50	179.24	-78%	36 981 999	11 085 409	-25 896 590	-70%
		Car 4	175 040	175 040	0%	405.76	156.24	-61%	71 362 220	27 474 086	-43 878 214	-61%
		Car 5	299 054	299 054	0%	433.34	156.24	-64%	130 032 044	46 019 229	-83 212 815	-64%
		Car 6	116 034	116 034	0%	268.75	156.24	-41%	30 427 555	10 232 785	-19 194 770	-60%
		Diesel oil total	625 119	625 119	0%	418.36	160.76	-61%	277 947 660	188 535 230	-89 406 430	-61%
		Pkx Total	1 386 391	1 386 391	0%	235.75	154.41	-35%	67 778 627	159 070 289	-168 708 367	-59%
	Gasoline	pre-Cars	910	910	0%	602.79	645.95	-7%	593 186	581 543	-11 643	-2%
		Car 1	136	136	0%	908.31	312.78	-66%	122 126	42 425	-79 708	-66%
		Car 2	540	540	0%	308.39	217.84	-29%	162 311	117 797	-44 514	-27%
		Car 3	650	650	0%	108.43	111.57	3%	70 432	72 731	2 299	3%
		Car 4	1 684	1 684	0%	43.06	52.36	21%	78 714	84 003	5 289	7%
		Car 5	1 724	1 724	0%	19.82	52.36	164%	34 157	80 258	46 106	164%
		Car 6	363	363	0%	19.85	52.36	181%	6 764	18 992	12 228	181%
		Gasoline total	5 506	5 506	0%	588.27	171.66	-7%	1 068 292	1 013 678	-54 614	-5%
	Diesel Oil	pre-Cars	2 189	2 189	0%	414.81	386.79	-7%	899 549	885 433	-14 116	-2%
		Car 1	1 780	1 780	0%	391.89	276.25	-29%	780 189	585 371	-194 798	-24%
		Car 2	4 223	4 223	0%	323.43	153.31	-53%	1 365 594	676 452	-689 142	-50%
		Car 3	13 582	13 582	0%	588.91	150.77	-74%	8 064 323	2 040 233	-6 024 090	-74%
		Car 4	43 141	43 141	0%	504.48	32.40	-93%	21 783 989	3 986 141	-17 777 788	-82%
		Car 5	74 231	74 231	0%	434.16	32.40	-93%	32 223 283	6 688 780	-25 534 503	-79%
		Car 6	4 921	4 921	0%	113.49	32.40	-71%	755 285	454 676	-300 609	-40%
		Diesel oil total	148 068	148 068	0%	456.12	185.62	-77%	65 712 732	15 256 007	-50 456 726	-77%
		LNx Total	149 994	149 994	0%	445.23	188.29	-76%	66 781 025	16 229 684	-50 551 348	-76%
1.A.3.b.ii. Heavy Duty Vehicles - Buses	Diesel Oil	pre-Cars	891	891	0%	1076.81	1919.23	-43%	964 197	988 234	24 037	2%
		Car I	583	583	0%	731.36	732.67	0%	433 675	446 236	12 568	3%
		Car II	4 375	4 375	0%	708.25	645.03	-9%	3 440 614	2 822 621	-617 993	-18%
		Car III	10 333	10 333	0%	632.87	458.91	-27%	6 530 364	4 741 827	-1 787 536	-27%
		Car IV	4 449	4 449	0%	475.90	382.29	-20%	2 117 219	1 586 881	-530 338	-26%
		Car V	34 380	34 380	0%	366.36	185.22	-49%	8 935 974	4 517 517	-4 418 457	-49%
		Car VI	9 126	9 126	0%	62.79	185.22	196%	573 066	1 680 431	1 107 365	196%
		Buses Total	54 157	54 157	0%	404.73	388.24	-2%	23 082 189	16 885 117	-6 197 072	-27%
	Trucks & Lorries	pre-Cars	3 933	3 933	0%	1034.81	737.35	-29%	4 087 249	2 980 379	-1 106 870	-29%
		Car I	1 555	1 555	0%	748.16	587.92	-22%	1 163 482	789 813	-373 669	-32%
		Car II	8 876	8 876	0%	817.75	585.42	-28%	7 258 047	4 486 626	-2 771 421	-38%
		Car III	34 167	34 167	0%	638.91	588.04	-9%	21 553 280	12 251 155	-9 302 125	-43%
		Car IV	34 287	34 287	0%	396.94	281.86	-29%	9 640 384	6 885 621	-2 754 803	-29%
		Car V	269 735	269 735	0%	287.22	153.60	-46%	74 680 233	39 976 610	-34 703 623	-46%
1.A.3.b.iv. Motorised Two-Wheelers (MOWs)	Gasoline	pre-Cars	5 543	5 543	0%	125.59	155.78	24%	696 072	883 289	187 218	24%
		Car 1	3 360	3 360	0%	127.11	177.29	39%	427 113	585 796	158 682	39%
		Car 2	3 375	3 375	0%	125.94	187.68	50%	421 961	687 078	265 127	50%
		Car 3	6 443	6 443	0%	48.36	187.68	381%	209 627	1 273 671	1 064 043	508%
		Car 4	66	66	0%	17.47	187.68	1071%	1 134	12 632	11 498	1011%
		Car 5	0	0	0%	0	0	0%	0	0	0	0%
		MOWs Total	16 185	16 185	0%	96.14	181.68	88%	1 885 897	3 452 476	1 566 579	88%
	Road Transport	pre-Cars	2 287 339	2 287 339	0%	258.89	137.22	-46%	553 799 598	362 981 620	-190 817 978	-46%
		Car 1	2 287 339	2 287 339	0%	258.89	137.22	-46%	553 799 598	362 981 620	-190 817 978	-46%
		Car 2	2 287 339	2 287 339	0%	258.89	137.22	-46%	553 799 598	362 981 620	-190 817 978	-46%
		Car 3	2 287 339	2 287 339	0%	258.89	137.22	-46%	553 799 598	362 981 620	-190 817 978	-46%

Adjustment details for 2027												
NFR Code	Fuel	Activity Data			Implied Emission Factor			NO _x Emissions				
		current	adjusted	difference	current	adjusted	difference	current	adjusted	adjustment	difference	
		in [T]	in [T]	in [%]	in [g/t]	in [g/t]	in [%]	in [kg]	in [kg]	in [kg]	in [%]	
1.A.3.a.i. Passenger Cars	pre-Cars	12 282	12 282	0%	636.75	644.11	-14%	7 616 287	6 680 187	-1 126 108	-14%	
		17 449	17 449	0%	372.96	241.68	-35%	6 588 211	4 217 644	-2 391 267	-35%	
		30 435	30 435	0%	217.43	141.75	-35%	6 617 570	4 374 140	-2 243 430	-35%	
		54 271	54 271	0%	78.48	76.27	-3%	4 254 938	4 139 376	-115 562	-3%	
		315 086	315 086	0%	54.96	51.26	-7%	17 316 320	16 151 881	-1 164 438	-7%	
		180 240	180 240	0%	19.17	51.26	161%	3 485 382	9 239 815	5 754 433	161%	
	Gasoline total	724 571	724 571	0%	67.66	69.88	3%	49 046 874	50 634 374	1 607 848	3%	
		1 370	1 370	0%	368.96	264.56	-13%	483 963	347 620	-136 383	-13%	
		3 760	3 760	0%	298.17	271.67	-9%	1 082 288	910 182	-182 116	-9%	
		13 788	13 788	0%	407.17	222.43	-45%	5 614 130	3 066 393	-2 547 736	-45%	
		52 128	52 128	0%	808.95	179.65	-78%	31 686 478	9 364 788	-22 321 690	-70%	
		187 047	187 047	0%	418.16	158.34	-61%	64 733 485	24 983 323	-39 750 162	-61%	
Diesel Oil total	283 480	283 480	0%	423.99	158.34	-63%	120 187 656	44 073 190	-76 114 465	-63%		
	184 768	184 768	0%	262.61	158.34	-40%	48 521 183	20 255 985	-28 265 198	-40%		
	686 582	686 582	0%	398.65	161.55	-59%	272 126 081	112 890 717	-159 235 364	-59%		
	Pkx Total	1 421 162	1 421 162	0%	245.98	155.61	-36%	521 152 965	163 445 435	-357 707 530	-36%	
	940	940	0%	611.41	646.95	-1%	612 240	686 978	5 422	-1%		
	124	124	0%	908.23	312.78	-66%	112 083	39 682	-72 401	-66%		
Gasoline total	485	485	0%	302.12	221.62	-27%	140 344	102 950	-37 394	-27%		
	596	596	0%	118.57	115.36	4%	65 955	68 812	2 857	4%		
	1 476	1 476	0%	50.72	53.38	5%	74 877	78 816	3 938	5%		
	1 680	1 680	0%	21.73	53.38	146%	35 240	89 034	53 794	146%		
	910	910	0%	19.18	53.38	181%	17 052	49 080	31 928	181%		
	6 186	6 186	0%	171.55	167.18	-2%	1 058 799	1 034 211	-24 588	-2%		
1.A.3.b.i. Heavy Duty Vehicles (LDV)	2 087	2 087	0%	413.41	386.79	-7%	899 549	811 183	-218 336	-26%		
	1 538	1 538	0%	398.47	215.25	-46%	688 736	331 158	-358 558	-46%		
	3 580	3 580	0%	326.28	193.44	-40%	1 453 783	687 235	-766 548	-40%		
	11 654	11 654	0%	595.38	150.73	-75%	5 240 937	1 758 242	-3 482 695	-75%		
	39 050	39 050	0%	70.76	83.03	42%	19 749 647	3 025 028	-16 724 618	-42%		
	75 789	75 789	0%	432.66	83.03	-79%	32 790 566	7 054 565	-25 736 011	-79%		
Diesel Oil total	19 625	19 625	0%	167.19	83.03	-50%	2 977 239	1 626 675	-1 350 564	-50%		
	153 284	153 284	0%	424.66	183.89	-57%	65 081 930	15 925 274	-49 156 714	-57%		
	199 470	199 470	0%	414.83	186.35	-54%	66 152 129	16 959 427	-49 192 702	-54%		
	736	736	0%	707.33	193.23	-73%	190 259	50 425	-139 834	-73%		
	411	411	0%	723.97	152.57	-79%	300 684	39 082	-261 602	-79%		
	3 325	3 325	0%	735.91	646.79	-12%	2 523 087	2 147 480	-375 607	-12%		
1.A.3.b.ii. Heavy Duty Vehicles (Buses)	8 678	8 678	0%	617.23	459.12	-27%	5 478 480	3 984 085	-1 494 295	-27%		
	3 023	3 023	0%	474.07	352.49	-26%	1 912 380	1 347 680	-564 700	-26%		
	21 913	21 913	0%	363.92	186.64	-49%	7 937 975	4 053 686	-3 884 289	-49%		
	14 586	14 586	0%	68.52	186.64	219%	854 215	2 732 580	1 878 375	219%		
	53 382	53 382	0%	318.80	286.71	-23%	19 193 981	19 384 620	4 489 873	-23%		
	3 686	3 686	0%	1034.40	739.15	-29%	3 730 272	2 659 076	-1 071 256	-29%		
1.A.3.b.iii. Heavy Duty Vehicles (Trucks & Lorries)	1 731	1 731	0%	748.03	483.48	-37%	902 942	614 151	-288 696	-37%		
	7 081	7 081	0%	817.96	540.55	-34%	3 794 676	3 580 026	-2 226 851	-34%		
	26 586	26 586	0%	626.17	365.72	-42%	12 942 041	7 953 565	-4 988 476	-42%		
	39 082	39 082	0%	367.77	279.34	-24%	7 965 414	5 637 587	-2 368 848	-24%		
	264 365	264 365	0%	268.16	154.36	-47%	49 280 789	31 085 347	-17 735 342	-47%		
	335 065	335 065	0%	65.82	154.36	135%	21 985 366	31 755 641	9 770 275	135%		
1.A.3.b.iv. Motorized Two-Wheelers (MOWs)	598 263	598 263	0%	1095.14	175.92	-16%	116 671 141	185 248 086	73 576 945	-16%		
	5 336	5 336	0%	125.91	157.19	25%	671 080	830 180	169 851	25%		
	3 257	3 257	0%	126.39	177.06	41%	411 617	579 244	167 627	41%		
	3 396	3 396	0%	122.55	180.33	42%	476 293	675 548	257 348	42%		
	6 711	6 711	0%	41.22	180.33	363%	271 187	1 336 565	1 065 848	393%		
	430	430	0%	18.26	180.33	988%	7 882	86 276	77 408	988%		
MOWs Total	19 160	19 160	0%	92.81	183.39	98%	1 748 624	3 553 787	1 735 114	98%		
	Total	2 291 427	2 291 427	0%	273.43	175.23	-42%	525 562 450	384 685 896	-121 876 424	-42%	

Adjustment details for 2018												
NFR Code	Fuel	Activity Data			Implied Emission Factor			NO _x Emissions				
		current	adjusted	difference	current	adjusted	difference	current	adjusted	adjustment	difference	
		in [t]	in [t]	in [%]	in [g/t]	in [g/t]	in [%]	in [kg]	in [kg]	in [kg]	in [%]	
1.A.3.a.i - Passenger Cars	Gasoline	pre-Cars	12,219	12,219	0%	637.58	644.11	-6%	7,780,965	6,648,721	-1,132,234	-15%
		Car 1	14,362	14,362	0%	374.34	341.68	-8%	5,371,161	3,448,643	-1,922,518	-36%
		Car 2	34,285	34,285	0%	221.97	111.68	-50%	5,360,977	2,688,163	-2,672,814	-50%
		Car 3	43,642	43,642	0%	88.16	76.96	-13%	3,487,781	3,388,617	-99,164	-3%
		Car 4	278,738	278,738	0%	55.98	52.30	-7%	15,683,488	14,576,755	-1,106,733	-7%
		Car 5	186,830	186,830	0%	19.35	52.30	-170%	3,228,282	8,725,688	5,497,406	170%
	Diesel Oil	pre-Cars	189,041	189,041	0%	6.00	52.30	-89%	4,190,422	8,718,250	4,527,828	89%
		Car 1	3,949	3,949	0%	303.16	264.96	-13%	171,676	246,173	74,497	43%
		Car 2	10,784	10,784	0%	407.20	222.67	-45%	4,981,983	2,483,536	-2,498,447	-50%
		Car 3	40,786	40,786	0%	812.49	180.15	-78%	24,932,029	7,333,241	-17,598,788	-71%
		Car 4	130,534	130,534	0%	414.71	180.40	-56%	54,133,837	20,937,329	-33,196,508	-61%
		Car 5	251,212	251,212	0%	416.25	180.40	-56%	104,585,786	40,293,731	-64,292,055	-61%
	LNW Total	pre-Cars	228,085	228,085	0%	254.87	180.40	-30%	58,284,140	35,680,446	-22,603,694	-39%
		Car 1	646,074	646,074	0%	375.66	163.38	-56%	247,596,063	188,748,684	-158,847,459	-56%
		LNW Total	1,365,161	1,365,161	0%	214.34	154.68	-28%	262,589,060	156,555,421	-106,033,639	-40%
1.A.3.b.i - Light Duty Vehicles (LDV)	Gasoline	pre-Cars	911	911	0%	644.51	645.95	1%	596,851	582,662	-14,189	-2%
		Car 1	189	189	0%	911.58	312.78	-66%	98,528	33,895	-64,633	-66%
		Car 2	377	377	0%	303.84	224.45	-26%	114,682	84,713	-29,969	-26%
		Car 3	511	511	0%	111.92	116.84	5%	57,282	60,739	3,457	6%
		Car 4	1,275	1,275	0%	52.02	54.36	4%	65,290	69,270	3,980	4%
		Car 5	1,483	1,483	0%	23.70	54.36	129%	35,160	80,626	45,466	129%
	Diesel Oil	pre-Cars	1,643	1,643	0%	19.18	54.36	182%	39,550	89,326	49,776	182%
		Car 1	6,315	6,315	0%	154.22	160.11	4%	999,199	1,011,138	11,939	1%
		Car 2	1,872	1,872	0%	411.51	386.79	-6%	771,337	574,742	-196,595	-26%
		Car 3	1,285	1,285	0%	389.94	276.28	-29%	483,128	272,286	-210,842	-44%
		Car 4	2,942	2,942	0%	318.56	193.88	-39%	965,389	550,789	-414,600	-43%
		Car 5	9,363	9,363	0%	598.10	150.74	-75%	5,689,152	1,411,299	-4,277,853	-75%
	LNW Total	pre-Cars	33,232	33,232	0%	508.42	93.81	-82%	15,929,185	3,117,457	-12,811,728	-80%
		Car 1	66,283	66,283	0%	432.92	93.81	-78%	28,684,080	6,217,860	-22,466,220	-78%
		Car 5	39,482	39,482	0%	158.79	93.81	-41%	5,941,615	3,686,228	-2,255,387	-38%
1.A.3.b.ii - Heavy Duty Vehicle Buses	Diesel Oil	pre-Cars	154,259	154,259	0%	384.71	182.69	-53%	59,344,525	15,880,316	-43,464,210	-73%
		Car 1	180,574	180,574	0%	375.86	184.94	-52%	69,343,125	16,851,449	-52,491,676	-72%
		Car 2	547	547	0%	1078.16	1919.23	78%	589,267	557,147	-32,120	-5%
		Car 3	237	237	0%	732.78	732.57	0%	173,676	176,388	2,712	2%
		Car 4	2,270	2,270	0%	787.83	646.33	-18%	1,780,686	1,487,437	-293,249	-16%
		Car 5	6,757	6,757	0%	638.89	459.32	-29%	4,262,734	3,183,482	-1,079,252	-25%
	Trucks & Lorries	pre-Cars	3,043	3,043	0%	473.16	382.73	-19%	1,439,790	1,073,333	-366,457	-25%
		Car 1	18,189	18,189	0%	362.42	186.37	-49%	6,463,265	3,376,016	-3,087,249	-48%
		Car 2	20,670	20,670	0%	64.89	186.37	289%	1,176,026	3,682,314	2,506,288	289%
		Car 3	91,634	91,634	0%	309.75	283.53	-9%	15,993,546	13,687,186	-2,306,360	-15%
		Car 4	3,262	3,262	0%	1034.82	737.35	-29%	3,375,359	2,485,071	-890,288	-26%
		Car 5	1,094	1,094	0%	747.82	488.39	-35%	918,052	512,378	-405,674	-44%
	LNW Total	pre-Cars	5,544	5,544	0%	817.44	581.68	-29%	4,532,180	2,781,510	-1,750,670	-39%
		Car 1	20,583	20,583	0%	629.54	353.68	-44%	12,367,751	7,277,279	-5,090,472	-41%
		Car 5	15,912	15,912	0%	358.89	276.23	-23%	6,334,421	4,386,424	-1,947,997	-31%
1.A.3.b.iii - Motorised Two-Wheelers (M2W)	Gasoline	pre-Cars	154,963	154,963	0%	250.40	154.68	-37%	45,964,153	24,283,389	-21,680,764	-47%
		Car 1	381,799	381,799	0%	68.78	154.68	125%	28,251,482	69,665,886	41,414,404	146%
		Car 2	585,186	585,186	0%	515.18	172.19	-67%	188,173,537	180,760,889	-7,412,648	-4%
		Car 3	4,940	4,940	0%	128.95	188.61	46%	622,666	783,451	160,785	26%
		Car 4	2,966	2,966	0%	128.14	177.79	41%	374,114	527,294	153,180	41%
		Car 5	3,221	3,221	0%	128.33	188.64	46%	387,596	639,833	252,237	65%
	Trucks & Lorries	pre-Cars	6,241	6,241	0%	48.24	188.64	288%	21,126	1,239,686	1,218,560	5784%
		Car 1	1,130	1,130	0%	58.41	188.64	224%	23,066	224,682	201,616	873%
		Car 2	0	0	0%	0.00	188.64	0%	0	0	0	0%
		Car 3	18,487	18,487	0%	85.86	188.64	118%	1,658,568	3,454,767	1,796,199	108%
		Car 4	2,180,983	2,180,983	0%	215.85	133.49	-38%	478,758,286	291,129,652	-187,628,634	-39%
		LNW Total	2,180,983	2,180,983	0%	215.85	133.49	-38%	478,758,286	291,129,652	-187,628,634	-39%

Adjustment details for 2019												
NFR Code	Fuel	Activity Data			Implied Emission Factor			NO _x Emissions				
		current	adjusted	difference	current	adjusted	difference	current	adjusted	adjustment	difference	
		in [t]	in [t]	in [%]	in [g/t]	in [g/t]	in [%]	in [kg]	in [kg]	in [kg]	in [%]	
1.A.3.a.i - Passenger Cars	Gasoline	pre-Cars	13,588	13,588	0%	638.58	644.11	-6%	8,664,621	7,382,686	-1,281,935	-15%
		Car 1	12,427	12,427	0%	378.32	341.68	-8%	4,781,480	3,083,383	-1,698,096	-36%
		Car 2	20,086	20,086	0%	225.58	92.59	-59%	4,531,070	1,858,018	-2,673,052	-59%
		Car 3	38,216	38,216	0%	82.22	76.12	-7%	2,977,840	2,829,186	-148,654	-5%
		Car 4	295,220	295,220	0%	57.04	53.29	-7%	14,588,285	13,589,621	-998,664	-7%
		Car 5	180,537	180,537	0%	19.77	53.29	170%	3,173,728	8,054,356	5,380,628	170%
	Diesel Oil	pre-Cars	285,636	285,636	0%	25.63	53.29	180%	5,295,099	11,010,782	5,715,683	180%
		Car 1	784,091	784,091	0%	62.36	68.45	10%	43,981,941	48,238,025	4,256,084	10%
		Car 2	3,145	3,145	0%	313.70	264.96	-16%	193,180	234,921	41,741	21%
		Car 3	2,545	2,545	0%	298.90	272.65	-9%	764,913	687,786	-77,127	-10%
		Car 4	8,891	8,891	0%	407.19	229.16	-44%	3,620,286	2,037,480	-1,582,806	-44%
		Car 5	33,079	33,079	0%	815.11	180.42	-78%	20,310,125	5,967,483	-14,342,642	-71%
	LNW Total	pre-Cars	111,335	111,335	0%	419.17	182.44	-56%	48,688,685	10,085,228	-38,603,457	-81%
		Car 1	231,784	231,784	0%	419.37	182.44	-56%	95,117,643	37,650,997	-57,466,646	-60%
		Car 5	273,511	273,511	0%	227.36	182.44	-20%	62,189,230	44,429,184	-17,760,046	-29%
1.A.3.b.i - Light Duty Vehicles (LDV)	Gasoline	pre-Cars	663,841	663,841	0%	345.81	165.67	-52%	229,566,088	189,582,982	-139,983,106	-52%
		Car 1	1,368,532	1,368,532	0%	699.83	155.32	-78%	273,668,009	157,821,687	-115,846,322	-42%
		Car 2	909	909	0%	644.89	645.95	1%	687,449	581,962	-105,487	-15%
		Car 3	87	87	0%	915.28	312.78	-66%	88,953	30,396	-58,557	-66%
		Car 4	316	316	0%	304.63	224.45	-26%	96,158	70,848	-25,310	-26%
		Car 5	447	447	0%	112.68	121.47	8%	59,355	54,283	-5,072	-8%
	Trucks & Lorries	pre-Cars	1,126	1,126	0%	53.08	55.26	4%	59,652	62,199	2,547	4%
		Car 1	1,361	1,361	0%	25.34	55.26	119%	34,240	74,680	40,440	180%
		Car 2	2,420	2,420	0%	18.75	55.26	180%	45,383	133,753	88,370	180%
		Car 3	6,483	6,483	0%	144.88	153.25	5%	974,299	1,044,150	69,851	7%
		Car 4	1,144	1,144	0%	418.96	386.79	-7%	725,111	541,376	-183,735	-26%
		Car 5	1,079	1,079	0%	389.52	276.28	-29%	420,285	232,256	-188,029	-45%
	LNW Total	pre-Cars	2,334	2,334	0%	315.98	154.73	-51%	737,682	454,630	-283,052	-39%
Diesel Oil	pre-Cars	7,649	7,649	0%	405.11	180.73	-55%	4,587,945	1,152,713	-3,435,232	-75%	
	Car 1	20,211	20,211	0%	512.28	34.57	-93%	14,768,330	2,716,154	-12,052,176	-82%	
	Car 2	58,714	58,714	0%	436.30	34.57	-92%	26,589,590	5,052,428	-21,537,162	-80%	
	Car 3	69,931	69,931	0%	146.18	34.57	-76%	3,614,586	672,682	-3,041,904	-76%	
	Car 4	159,183	159,183	0%	347.42	181.98	-47%	55,363,335	36,221,445	-19,141,890	-37%	
	LDVs Total	165,966	165,966	0%	338.31	183.93	-46%	56,279,554	31,245,956	-25,033,958	-46%	
1.A.3.b.ii - Heavy Duty Vehicles (HDV)	Gasoline	pre-Cars	489	489	0%	1080.20	1019.23	-6%	588,987	476,258	-112,729	-19%
		Car 1	147	147	0%	738.37	752.57	2%	188,212	110,933	-77,280	-41%
		Car 2	1,611	1,611	0%	758.47	666.77	-12%	1,271,445	541,621	-729,824	-58%
		Car 3	579	579	0%	671.95	439.65	-35%	2,686,351	2,023,779	-662,572	-25%
		Car 4	2,747	2,747	0%	473.92	352.84	-26%	3,302,061	960,413	-2,341,648	-71%
		Car 5	17,130	17,130	0%	362.91	186.64	-49%	6,210,175	3,180,781	-3,029,394	-50%
	Diesel Oil	pre-Cars	35,135	35,135	0%	60.43	186.64	209%	1,518,961	4,686,133	3,177,172	209%
		Car 1	52,939	52,939	0%	274.41	247.85	-10%	14,547,072	15,158,079	1,408,434	10%
		Car 2	3,140	3,140	0%	1034.96	737.35	-29%	3,260,020	2,376,443	-883,577	-29%
		Car 3	969	969	0%	747.60	488.34	-35%	724,240	453,754	-270,486	-37%
		Car 4	4,580	4,580	0%	817.42	581.24	-29%	3,734,343	2,280,967	-1,453,376	-39%
		Car 5	16,377	16,377	0%	688.94	481.94	-30%	12,803,383	6,758,612	-6,044,771	-47%
	LNW Total	pre-Cars	13,137	13,137	0%	588.96	279.43	-51%	5,253,679	3,589,330	-1,664,349	-31%
Car 1		135,233	135,233	0%	296.13	152.93	-48%	36,960,599	19,481,429	-17,479,168	-50%	
Car 5		432,488	432,488	0%	72.98	154.92	110%	31,175,449	67,083,685	35,908,235	115%	
1.A.3.b.iii - Motorized Two-Wheelers (M2W)	Gasoline	pre-Cars	369,913	369,913	0%	103.39	100.17	-3%	55,380,190	180,889,376	5,428,678	10%
		Car 1	4,813	4,813	0%	125.89	104.78	-17%	664,997	732,771	157,774	24%
		Car 2	2,835	2,835	0%	125.39	177.29	41%	355,495	82,589	-272,906	-77%
		Car 3	2,084	2,084	0%	119.33	130.06	9%	303,624	67,251	-246,373	-81%
		Car 4	6,082	6,082	0%	49.03	180.05	267%	2,878,640	1,153,187	-1,725,453	-60%
		Car 5	2,085	2,085	0%	21.69	180.05	817%	23,889	386,647	362,758	151%
	M2Ws Total	pre-Cars	18,750	18,750	0%	86.05	186.83	117%	1,633,450	3,582,941	1,889,491	117%
		Car 1	2,822,080	2,822,080	0%	198.58	132.83	-33%	437,268,746	292,497,497	-144,771,248	-33%
		Car 5										

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Adjustment 2014 (accepted)	-105.6	-101.3	-95.7	-91.7						
Adjustment 2015 (accepted)	-100.3	-95.5	-89.9	-85.1						
Adjustment 2016 (accepted)	-151.3	-146.9	-145.1	-142.5	-128.1					
Adjustment 2017 (accepted)	-151.3	-146.8	-145.0	-142.4	-127.2	-100.9				
Adjustment 2018 (accepted)	-172.3	-174.5	-177.4	-180.4	-171.5	-148.9	-123.2			
Adjustment 2019 (accepted)	-172.3	-174.5	-177.4	-180.3	-171.4	-148.8	-123.3	93.7		
Adjustment 2020 (accepted)	-297.8	-302.3	-301.3	-306.1	-294.5	-269.0	-244.3	-214.9	-174.6	
Adjustment 2021 (proposal)										
Change against Adjustment 2020										

The noticeable differences between the 2017 and 2018 adjustment proposals resulted from an ad-hoc revision of the *Handbook Emission Factors for Road Transport* (HBEFA, version 3.3) in the aftermath of the so-called "Diesel-gate".⁸⁾

The even bigger changes between adjustment 2019 and adjustment proposal 2020 result from an additional rather fundamental revision of the *Handbook Emission Factors for Road Transport* now available in version 4.1 >⁹⁾ strongly effecting the TREMOD model underlying Germany's emission reporting for road transport and hence any adjustments of NO_x emissions.

With such major model revision between submissions 2019 and 2020, the current adjustment proposal differs significantly from the adjustment applied for and accepted in 2019.

Adjustment description as provided in IIRs 2014 and 2015:

[image Description%20Adjustment%20DE-A%20-%20NOx%20from%201.A.3.b%20Road%20transport%20-%20IIRs%202014%20%26%202015.pdf](#)

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