Appendix 2.4 - POP emissions from mobile combustion sources

Road Transport

For PAH exhaust-emissions, default emission factors from the 2019 version of EMEP Guidebook (EMEP/EEA, 2019) [1)] have been applied. Regarding PCDD/F, a tier1 EF from (Rentz et al., 2008) [2)] is used instead.

Table 1: Tier1 default emisison factors applied to road vehicles

	B[a]P	**B[b]F**	**B[k]F**	**I[...]P**	**PAHs 1-4**	**PCDD/F**
	[mg/TJ]					[µg/km]
Diesel oil	368	386	203	368	1,324	
Biodiesel[1]	368	386	203	368	1,324	
Gasoline fuels	96	140	69	158	464	
CNG	NE	NE	NE	NE	NE	
LPG	4.35	0.00	4.35	4.35	13.2	
Biogas	NE	NE	NE	NE	NE	
all fuels						0.0000056

[1] values differ from EFs applied for fossil diesel oil to take into account the specific NCV of biodiesel

Here, the tier1 values for PAH exhaust emissions have been derived from the following tier1 default values provided in the July 2017 version of the 2016 EMEP/EEA Guidebook:

Non-road Mobile Machinery in 1.A.2.g vii, 1.A.4.a.ii,1.A.4.b.i, 1.A.4.c.ii and 1.A.5.b i

Table 3: Tier1 default emisison factors applied to NRMM

=	= **B[a]P**	= **B[b]F**	= **B[k]F**	= **I[...]P**	= **PAH 1-4**	= **PCDD/F**			
=					= [mg/TJ]	= [µg/TJ]			
~ Diesel oil	> 698	> 1.164	> 801	> 184	> 2,847	> 1.62	**3**		
~ Biodiesel	**1**		> 806	> 1.343	> 924	> 212	> 3,284	> 1.87	
~ Gasoline fuels - 4-stroke	> 919	> 919	> 90	> 204	> 2,131	> 2.76	**3**		
~ Gasoline fuels - 2-stroke	**2**		> 919	> 919	> 90	> 204	> 2,131	> 57.5	**3**
~ LPG (1.A.4.a ii only)	> 4.35	> 0.00	> 4.35	> 4.35	> 13.04	= NE			
1									
2									
3									

Railways

Table 3: Tier1 default emisison factors applied to railway vehicles

=	= **B[a]P**	= **B[b]F**	= **B[k]F**	= **I[...]p**	= **PAH 1-4**	**3**		= **PCDD/F**				
=					= [mg/TJ]	= [µg/TJ]						
~ Diesel oil	> 698	**2**		> 1,164	**2**		> 801	**1**	> 184	**1**	> 2,847	**3** > 2.09
~ Biodiesel	> 806	> 1,343	> 924	> 212	> 3,284	> 2.41						
~ Lignite Briquettes	> 34,500	= NE	= NE	= NE	> 90,000	> 29.80						

| | | |

Aircraft in 1.A.3.a and 1.A.5.b ii

The EMEP/EEA GB 2016 (July 2017) does not provide specific defaults for POP emissions from the combustion of jet kerosene and aviation gasoline, stating that for for aviation gasoline these emissions are *not estimated* (NE):

Therefore, the inventory compiler decided to apply the tier1 EF for **PAHs** from gasoline fuel used in non-road mobile machinery here, too. Furthermore, both **HCB** and **PCBs** emissions are stated as *not applicable* in [5)], chapter 1.A.3.a, 1.A.5.b Aviation, Table 3.3 Tier 1 emission factors for NFR 1.A.3.a.ii.(i): Civil aviation (domestic, LTO).

As the Party assumes that POP emissions from the combustion of jet kerosene are unlikely to occur, these emission are reported as *not applicable* (NA).

Table 5: Tier1 default emisison factors applied to aircraft, in mg/TJ

	B[a]P	**B[b]F**	**B[k]F**	**I[...]p**	**PAH 1-4**	**PCDD/F**
Kerosene	NA	NA	NA	NA	NA	NA
Aviation gasoline	126	182	90	205	602	NE

[1), 4), 5)] EMEP/EEA (2019): EMEP/EEA air pollutant emission inventory guidebook 2019, Copenhagen, 2019.
[2), 3)] Rentz et al., 2008: Nationaler Durchführungsplan unter dem Stockholmer Abkommen zu persistenten organischen Schadstoffen (POPs), im Auftrag des Umweltbundesamtes, FKZ 205 67 444, UBA Texte | 01/2008, January 2008 - URL: http://www.umweltbundesamt.de/en/publikationen/nationaler-durchfuehrungsplan-unter-stockholmer