

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 TREMOD, 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 2002 ⁶⁾, 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.

[!-

cf. Also related columns in the Excel table "Annex_VII_Adjustments_summary_template_extended2_V2_Aprill15.xlsx" for road transport).

Table: Aggregated impact of adjustments on NO_x emissions from NFR 1.A.3.b

-]

Table 1: Resulting adjustment proposal 2020

```

||> for year ||= 2010 ||= 2011 ||= 2012 ||= 2013 ||= 2014 ||= 2015 ||= 2016 ||= 2017 ||= 2018 ||=
||~ proposed adjustment ||~ ##red| -297.8## ||~ ##red| -302.3## ||~ ##red| -301.3## ||~ ##red| -306.1## ||~
##red| -294.5## ||~ ##red| -269.0## ||~ ##red| -244.3## ||~ ##red| -214.9## ||~ ##red| -174.6## ||>

```

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

NFR Code	Fuel	Year	Activity Data			Implied Emission Factor			NO _x Emissions			
			current	adjusted	difference	current	adjusted	difference	current	adjusted	adjustment	difference
			in [TJ]	in [TJ]	in [%]	in [kg/TJ]	in [kg/TJ]	in [%]	in [kg]	in [kg]	in [kg]	in [%]
1.A.3.b.i	gasoline		795.957	795.957	0%	97.55	84.99	-13%	77.644.842	67.690.906	9.953.935	-13%
1.A.3.b.i	diesel oil		629.380	629.380	0%	429.45	160.51	-63%	227.341.096	84.970.461	142.370.635	-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%	475.34	134.96	-72%	54.040.533	15.311.584	38.728.949	-72%
1.A.3.b.iii	gasoline		48.844	48.844	0%	823.00	482.55	-42%	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	64.851.951	8.333.900	-11%
1.A.3.b.i	diesel oil		553.564	553.564	0%	434.12	159.22	-63%	240.313.791	88.138.959	152.174.832	-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	gasoline		47.355	47.355	0%	592.65	448.99	-24%	28.071.221	21.268.323	6.804.898	-24%
1.A.3.b.iii	diesel oil		563.891	563.891	0%	410.38	244.97	-40%	231.410.271	138.135.342	93.273.929	-40%
1.A.3.b.iv	gasoline		19.289	19.289	0%	110.79	171.60	54%	2.137.002	3.299.162	-1.162.160	54%
1.A.3.b TOTAL		2011	2.106.883	2.106.883	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	58.677.229	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%	55.106.362	13.741.354	41.365.008	-75%
1.A.3.b.iii	gasoline		50.902	50.902	0%	533.22	384.33	-28%	27.141.913	19.563.200	7.578.704	-28%
1.A.3.b.iii	diesel oil		589.585	589.585	0%	381.33	224.00	-41%	234.829.180	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%	89.35	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%	257.633.728	93.499.010	164.134.718	-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		118.777	118.777	0%	480.60	114.93	-76%	57.083.533	13.690.488	43.433.045	-76%
1.A.3.b.iii	gasoline		51.716	51.716	0%	509.64	360.06	-29%	26.350.969	18.620.843	7.730.126	-29%
1.A.3.b.iii	diesel oil		600.139	600.139	0%	353.06	287.93	-19%	211.887.531	124.788.469	87.099.062	-41%
1.A.3.b.iv	gasoline		18.229	18.229	0%	104.34	175.30	68%	1.902.068	3.197.038	-1.294.951	68%
1.A.3.b TOTAL		2013	2.132.683	2.132.683	0%			0%	616.079.063	316.854.371	300.224.692	-50%
1.A.3.b.i	gasoline		752.526	752.526	0%	76.03	73.09	-4%	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	95.613.892	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%	61.546.575	14.267.237	46.879.338	-77%
1.A.3.b.iii	gasoline		49.143	49.143	0%	468.37	339.99	-27%	23.017.115	16.708.234	6.308.881	-27%
1.A.3.b.iii	diesel oil		572.754	572.754	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	3.345.794	-1.467.499	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%	74.30	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		135.386	135.386	0%	489.35	187.96	-77%	63.605.443	14.607.490	48.997.953	-77%
1.A.3.b.iii	gasoline		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%	157.189.675	110.620.703	46.568.973	-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	2.161.976	2.161.976	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	76.65	-4%	50.736.367	50.535.049	201.318	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%	180.27	171.05	-5%	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	50.496.725	-77%
1.A.3.b.iii	gasoline		54.157	54.157	0%	424.73	388.24	-7%	23.002.109	16.833.117	6.168.992	-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%	95.14	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%	553.790.558	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	-1.607.640	3%
1.A.3.b.i	diesel oil		696.592	696.592	0%	390.65	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		153.284	153.284	0%	424.66	183.89	-76%	65.093.930	15.925.216	49.168.714	-76%
1.A.3.b.iii	gasoline		53.382	53.382	0%	379.80	286.71	-23%	19.793.901	15.304.828	4.489.073	-23%
1.A.3.b.iii	diesel oil		596.263	596.263	0%	195.02	175.92	-10%	116.671.141	106.246.508	11.424.633	-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	304.469.986	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%	247.556.063	108.768.604	138.787.459	-56%
1.A.3.b.ii	gasoline		6.315	6.315	0%	158.22	160.11	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%	59.344.525	15.840.310	43.504.215	-73%
1.A.3.b.iii	gasoline		51.634	51.634	0%	309.75	263.53	-15%	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%	180.173.337	180.710.869	-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		663.841	663.841	0%	345.81	165.07	-52%	229.566.088	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	1.034.150	-57.931	5%
1.A.3.b.ii	diesel oil		159.183	159.183	0%	347.42	181.90	-71%	55.303.535	16.221.445	39.082.090	-71%
1.A.3.b.iii	gasoline		52.939	52.939	0%	274.41	247.81	-10%	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%	91.380.760	106.809.376	-15.428.616	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	2.202.888	2.202.888	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 [t]	in [t]	in [t]	in [t]	
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	-658.143	-8%
		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	-3.589.995	-22%
		Car 3	133.139	133.139	0%	58.51	70.19	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%	592.55	514.25	-13%	77.644.842	67.650.986	-9.993.856	-13%
	Diesel Oil	pre-Cars	1.915	1.915	0%	318.13	264.95	-15%	583.760	527.256	-56.504	-10%
		Car 1	10.338	10.338	0%	296.82	266.17	-11%	3.066.428	2.741.387	-325.121	-11%
		Car 2	50.088	50.088	0%	406.90	278.19	-40%	29.372.795	10.974.230	-9.398.564	-40%
		Car 3	134.025	134.025	0%	542.94	178.54	-67%	72.645.173	23.929.276	-48.716.957	-67%
		Car 4	279.154	279.154	0%	304.37	140.58	-53%	187.299.180	39.243.811	-88.655.349	-47%
		Car 5	53.547	53.547	0%	434.70	140.58	-68%	23.276.735	7.527.796	-15.749.029	-68%
		Car 6	334	334	0%	257.62	140.58	-45%	85.044	46.553	-38.491	-45%
		Diesel oil total	529.380	529.380	0%	429.45	140.58	-67%	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%
	Gasoline	pre-Cars	1.249	1.249	0%	627.99	645.95	3%	783.320	886.871	21.551	3%
		Car 1	367	367	0%	961.95	297.39	-69%	389.969	186.620	-208.358	-54%
		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	90.83	10%	70.631	77.625	6.994	10%
		Car 4	2.420	2.420	0%	36.32	44.90	24%	87.987	188.679	20.772	24%
		Car 5	49	49	0%	15.34	44.90	193%	750	2.218	1.468	193%
		Car 6	0	0	0%	0%	0%	0	0	0	0%	
		Gasoline total	6.345	6.345	0%	255.87	254.75	-1%	1.478.832	1.358.128	-248.934	-16%
Diesel Oil	pre-Cars	4.876	4.876	0%	425.99	386.79	-9%	2.077.142	1.436.983	-640.239	-30%	
	Car 1	9.989	9.989	0%	399.59	276.24	-40%	2.389.088	1.289.636	-1.099.452	-46%	
	Car 2	13.126	13.126	0%	336.76	153.18	-54%	4.420.380	2.534.731	-1.885.629	-43%	
	Car 3	33.249	33.249	0%	531.91	150.58	-72%	17.655.883	5.085.760	-12.640.123	-72%	
	Car 4	54.581	54.581	0%	491.42	80.69	-84%	26.021.036	4.040.722	-21.981.114	-84%	
	Car 5	1.629	1.629	0%	427.50	80.69	-79%	696.296	144.434	-551.772	-79%	
	Car 6	0	0	0%	15.73	80.69	-82%	7	4	-3	-43%	
	Diesel oil total	113.450	113.450	0%	416.34	134.96	-72%	54.043.533	15.351.584	-38.728.949	-72%	
	LDVs Total	119.175	119.175	0%	464.70	139.18	-70%	55.658.966	36.685.913	-18.985.053	-34%	
Heavy Duty Vehicles (HDVs)	pre-Cars	3.382	3.382	0%	1096.25	1028.78	-6%	3.674.087	3.452.644	-221.423	-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	-2.787.567	-20%	
	Car 4	5.461	5.461	0%	448.63	351.65	-22%	2.650.016	1.921.527	-728.489	-27%	
	Car 5	10.326	10.326	0%	337.28	182.33	-46%	3.882.417	1.882.544	-1.000.873	-46%	
	Car 6	0	0	0%	0%	0%	0	0	0	0%		
	Buses Total	48.044	48.044	0%	623.80	482.55	-23%	29.931.266	23.183.732	-6.747.534	-23%	
Heavy Duty Vehicle: Trucks & Lorries	pre-Cars	10.185	10.185	0%	1040.16	787.37	-25%	10.510.623	7.754.138	-2.756.485	-26%	
	Car 1	5.677	5.677	0%	758.59	575.55	-24%	4.261.383	3.287.681	-993.702	-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	-41%	161.136.182	59.617.271	-101.608.921	-61%	
	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%	78.643.643	43.115.897	-35.524.746	-45%	
	Car 6	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	-99.892.883	-39%	
Motorised Two-Wheelers (MOWs)	pre-Cars	7.973	7.973	0%	122.80	149.18	22%	972.721	1.189.393	216.672	22%	
	Car 1	5.231	5.231	0%	123.77	165.74	34%	647.479	887.039	239.560	34%	
	Car 2	3.587	3.587	0%	141.16	194.21	38%	585.362	696.661	116.309	38%	
	Car 3	2.950	2.950	0%	38.11	184.21	387%	116.180	657.032	452.834	387%	
	Car 4	0	0	0%	0%	0%	0	0	0	0%		
	Car 5	0	0	0%	0%	0%	0	0	0	0%		
	MOWs Total	19.172	19.172	0%	113.68	148.43	48%	2.243.149	3.326.034	1.079.285	48%	
1.A.3.b. Road Transport		Total	2.079.080	2.079.080	0%	318.52	168.23	-46%	645.965.152	349.851.296	-296.113.956	-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	-5%	7,035,041	6,189,785	-836,256	-12%
		Euro 1	47,487	47,487	0%	348.56	341.62	-2%	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	-25%
		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	-17%
		Euro 1	6,660	6,660	0%	267.79	246.44	-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	-154,866,343	-64%
		FCs Total	1,345,512	1,345,512	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%	607,179	621,160	13,981	2%
		Euro 1	232	232	0%	803.24	383.22	-52%	199,985	70,295	-129,691	-61%
		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%	34,623	82,092	47,469	10%
		Euro 4	2,030	2,030	0%	38.49	47.58	24%	78,155	96,691	18,536	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	454,142	37%
	Diesel Oil	pre-Euro	3,281	3,281	0%	424.46	386.79	-9%	1,368,754	982,093	-386,661	-28%
		Euro 1	3,666	3,666	0%	398.34	276.24	-30%	1,445,980	787,634	-658,346	-46%
		Euro 2	8,479	8,479	0%	336.40	133.39	-40%	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	3,565,082	-9,485,199	-73%
		Euro 4	59,485	59,485	0%	494.22	89.85	-82%	29,369,070	5,337,395	-24,031,675	-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	-81%	122	72	-50	-41%
		Diesel oil total	114,550	114,550	0%	485.91	126.17	-74%	55,186,382	13,741,354	-41,445,028	-74%
		LDVs Total	120,088	120,088	0%	489.51	123.61	-74%	56,344,903	14,834,656	-41,510,247	-74%
1.A.3.b.ii. Heavy Duty Vehicles Buses	Gasoline	pre-Euro	1,326	1,326	0%	1091.46	1918.46	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	7,789	7,789	0%	703.46	643.34	-9%	5,085,091	4,597,478	-487,613	-10%
		Euro 3	14,483	14,483	0%	629.94	437.61	-31%	9,073,137	6,089,744	-2,983,393	-33%
		Euro 4	5,331	5,331	0%	468.10	361.86	-23%	2,642,179	1,675,777	-966,402	-37%
		Euro 5	20,752	20,752	0%	347.84	182.99	-47%	7,219,563	3,787,467	-3,432,096	-48%
		Euro 6	73	73	0%	64.52	182.99	284%	3,961	13,296	9,334	236%
		Buses Total	50,962	50,962	0%	533.22	384.33	-28%	27,141,913	19,565,288	-7,576,625	-28%
	Diesel Oil	pre-Euro	6,922	6,922	0%	1036.95	158.82	-21%	7,107,543	5,252,345	-1,855,198	-27%
		Euro 1	3,630	3,630	0%	743.70	570.57	-24%	2,721,326	2,071,111	-650,215	-24%
		Euro 2	23,577	23,577	0%	818.27	516.43	-37%	19,262,253	12,175,855	-7,086,398	-37%
		Euro 3	96,736	96,736	0%	634.65	370.21	-42%	61,387,137	35,888,665	-25,498,472	-42%
		Euro 4	60,550	60,550	0%	366.50	288.44	-21%	19,982,680	14,680,877	-5,301,723	-27%
		Euro 5	485,981	485,981	0%	261.24	152.32	-42%	116,149,665	61,626,577	-54,523,088	-47%
		Euro 6	2,380	2,380	0%	188.487	360.323	191%	188,487	360,323	171,836	91%
		Trucks Total	589,585	589,585	0%	385.33	224.69	-41%	224,829,180	132,064,153	-92,765,027	-41%
	Gasoline	pre-Euro	6,190	6,190	0%	122.76	151.03	23%	822,530	1,011,520	188,991	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	184.56	35%	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%
		MDVs Total	18,268	18,268	0%	107.43	175.28	61%	1,982,546	3,165,438	1,182,891	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	-1,044,089	-15%			
		Euro 1	37,743	37,743	0%	353.78	341.68	-3%	13,362,986	9,129,436	-4,233,550	-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	97,782	97,782	0%	66.38	73.19	10%	6,481,618	7,156,920	675,302	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	748,154	748,154	0%	88.35	74.85	-16%	68,190,687	56,671,737	-11,518,950	-17%			
	Diesel Oil	pre-Euro	1,389	1,389	0%	312.32	284.56	-9%	433,081	368,136	-64,945	-15%			
		Euro 1	5,426	5,426	0%	298.42	246.79	-17%	1,678,472	1,640,688	-37,784	-2%			
		Euro 2	28,437	28,437	0%	406.84	279.91	-40%	11,563,522	6,253,531	-5,309,991	-40%			
		Euro 3	92,795	92,795	0%	574.33	176.67	-69%	53,284,956	16,579,373	-36,705,583	-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	233,786	233,786	0%	435.42	149.27	-66%	101,787,275	34,884,788	-66,902,487	-66%			
		Euro 6	4,536	4,536	0%	219.53	149.27	-42%	5,177,151	677,046	-4,500,105	-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	1,337,285	1,337,285	0%	237.49	111.77	-53%	317,723,735	146,576,886	-171,146,849	-53%			
	Gasoline	pre-Euro	981	981	0%	633.81	645.95	2%	568,320	575,293	6,973	1%			
		Euro 1	194	194	0%	803.50	383.22	-52%	187,281	59,328	-127,953	-61%			
		Euro 2	836	836	0%	274.42	291.18	11%	229,520	188,285	-41,235	-18%			
		Euro 3	784	784	0%	52.66	191.79	10%	72,691	79,780	7,089	10%			
		Euro 4	1,089	1,089	0%	43.70	48.89	10%	77,284	82,833	5,549	7%			
		Euro 5	966	966	0%	16.37	48.89	183%	15,187	47,268	32,081	183%			
		Euro 6	1	1	0%	17.66	48.89	170%	26	72	46	170%			
		Gasoline total	5,578	5,578	0%	262.86	184.67	-30%	1,137,289	1,696,727	559,438	49%			
	Diesel Oil	pre-Euro	2,744	2,744	0%	424.37	386.79	-9%	1,168,757	944,928	-223,829	-20%			
		Euro 1	1,054	1,054	0%	727.68	731.15	1%	1,166,782	1,017,184	-149,598	-13%			
		Euro 2	6,982	6,982	0%	336.92	133.39	-40%	2,340,147	1,639,772	-700,375	-30%			
		Euro 3	20,421	20,421	0%	568.12	150.38	-73%	11,437,998	3,670,821	-7,767,177	-73%			
Light Duty Vehicles (LDV)	Euro 4	55,087	55,087	0%	407.72	90.45	-42%	27,776,440	5,040,454	-22,735,986	-42%				
	Euro 5	29,024	29,024	0%	441.97	90.45	-40%	13,181,325	2,687,954	-10,493,371	-40%				
	Euro 6	41	41	0%	161.28	90.45	-40%	6,168	2,688	-3,479	-40%				
	Diesel oil total	118,777	118,777	0%	488.66	154.83	-76%	57,083,533	13,556,488	-43,527,045	-76%				
	LDVs Total	124,854	124,854	0%	488.14	156.03	-69%	58,214,142	14,677,475	-43,537,667	-69%				
	1.A.3.a.ii. Heavy Duty Vehicles (HDV)	pre-Euro	1,172	1,172	0%	1098.69	1193.23	-4%	1,249,028	1,194,143	-54,885	-4%			
		Euro I	1,054	1,054	0%	727.68	730.39	2%	786,020	791,181	24,961	3%			
		Euro II	6,984	6,984	0%	764.97	643.48	-14%	3,334,968	4,379,371	1,044,403	31%			
Euro III		13,187	13,187	0%	638.43	473.65	-27%	6,262,880	5,998,226	-2,654,575	-27%				
Euro IV		4,946	4,946	0%	460.55	351.71	-24%	2,278,051	1,739,736	-548,354	-24%				
Euro V		26,096	26,096	0%	848.98	183.48	-40%	8,435,583	4,240,743	-4,194,761	-40%				
Euro VI		537	537	0%	44.76	183.48	310%	24,047	86,672	74,626	310%				
HDVs Total		51,776	51,776	0%	508.54	360.06	-29%	25,390,989	16,620,843	-7,738,126	-29%				
1.A.3.a.iii. Heavy Duty Vehicle: Trucks & Lorries	pre-Euro	5,983	5,983	0%	1030.72	737.35	-29%	6,072,170	4,322,888	-1,749,303	-29%				
	Euro I	2,985	2,985	0%	748.27	583.27	-24%	2,176,946	1,650,980	-525,877	-24%				
	Euro II	14,444	14,444	0%	818.17	510.45	-37%	10,080,881	6,949,975	-3,130,906	-37%				
	Euro III	15,133	15,133	0%	633.52	487.73	-24%	47,587,448	27,881,147	-19,706,301	-24%				
	Euro IV	42,781	42,781	0%	356.96	287.27	-27%	16,936,867	12,289,770	-4,647,037	-27%				
	Euro V	436,980	436,980	0%	261.70	152.65	-40%	123,181,324	66,796,436	-56,384,887	-40%				
	Euro VI	18,020	18,020	0%	913.87	287.53	-281%	913,082	2,750,630	1,837,548	281%				
	Trucks Total	680,139	680,139	0%	353.96	281.83	-41%	218,587,531	124,188,469	-97,899,062	-41%				
1.A.3.b.iv. Motorised Two-Wheelers (MOW)	pre-Euro	6,352	6,352	0%	123.97	151.73	23%	781,736	964,170	182,433	23%				
	Euro I	4,013	4,013	0%	152.07	173.15	10%	582,073	634,880	52,807	9%				
	Euro 2	3,362	3,362	0%	132.24	158.58	40%	436,688	648,894	209,136	40%				
	Euro 3	4,562	4,562	0%	39.81	158.58	281%	181,610	882,175	716,565	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%				
	Euro 6	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	1,234,951	68%				
1.A.3.b. Road Transport		2,132,083		2,132,083		0%		268,886		2,132,083		0%			
						-56%		616,078,963		310,854,371		385,224,692		-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 [kg]	in [kg]	in [kg]	in [kg]	
1.A.3.a.i. - Passenger Cars	Gasoline	pre-Cars	11.647	11.647	0%	812.37	844.11	-11%	7.132.688	6.337.464	-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	19.536.099	-523.557	-3%
		Car 5	171.270	171.270	0%	18.59	47.80	151%	3.183.282	0.187.581	5.004.299	151%
		Car 6	10.315	10.315	0%	25.97	47.80	84%	267.855	433.096	-225.245	-84%
		Gasoline total	752.526	752.526	0%	76.03	73.89	4%	57.215.533	54.988.501	2,216.412	-4%
	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%	48.451.830	14.796.245	-33.655.585	-69%
		Car 4	211.237	211.237	0%	297.27	151.77	-62%	83.917.680	32.059.973	-51.857.706	-62%
		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	-63%	272.876.061	99.613.892	-173.262.169	-63%
		Pkcs Total	1,338,571	1,338,571	0%	238.44	152.15	-53%	138,091.584	154,652.853	-175,478.261	-53%
	Gasoline	pre-Cars	986	986	0%	632.44	645.95	-2%	193.683	176.124	-18.844	-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	-58.829	-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%	1.985.919	1.76.259	-257.559	-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%	338.91	133.25	-42%	1.385.995	1.180.889	-428.128	-42%	
	Car 3	18.220	18.220	0%	571.75	150.58	-74%	10.417.076	2.742.656	-7.675.828	-74%	
	Car 4	52.361	52.361	0%	498.70	91.69	-82%	26.164.486	4.703.746	-21.394.748	-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	-60%	29.829	17.974	-11.855	-60%	
	Diesel oil total	128.550	128.550	0%	415.56	170.96	-77%	61.146.575	14,267.237	-46,879.338	-77%	
	LDVs Total	134,423	134,423	0%	463.56	153.81	-75%	62,299.160	15,298.849	-46,988.311	-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	130.98	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	-798.887	-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%	468.70	361.79	-24%	1.972.610	1.584.978	-467.632	-24%	
	Car 5	22.042	22.042	0%	368.55	183.99	-49%	7.726.921	4.065.632	-3.671.389	-49%	
	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	-6,228.881	-27%	
	Trucks Total	572,754	572,754	0%	314.85	196.65	-38%	179,874.133	112,285.562	-67,588.571	-38%	
Diesel Oil	pre-Cars	4.782	4.782	0%	1034.34	737.35	-29%	4.945.942	3.525.080	-1.428.134	-29%	
	Car 1	2.285	2.285	0%	748.96	581.41	-25%	1.693.680	1.237.730	-454.941	-25%	
	Car 2	13.629	13.629	0%	817.90	510.38	-38%	11.685.189	6.955.738	-4.741.181	-38%	
	Car 3	11.221	11.221	0%	621.20	458.38	-27%	7.082.740	5.143.628	-1.939.228	-27%	
	Car 4	34.037	34.037	0%	461.10	361.79	-24%	13.481.156	9.711.898	-3.779.256	-24%	
	Car 5	389.263	389.263	0%	262.92	153.65	-40%	193.112.782	99.660.643	-93.442.749	-40%	
	Car 6	74.214	74.214	0%	63.06	193.65	189%	3.937.089	11.368.582	-7.421.413	189%	
	Trucks Total	572,754	572,754	0%	314.85	196.65	-38%	179,874.133	112,285.562	-67,588.571	-38%	
	Diesel Total	6.185	6.185	0%	122.85	158.64	29%	795.185	974.388	218.192	29%	
Gasoline	pre-Cars	3.037	3.037	0%	134.71	174.84	40%	478.514	670.859	192.346	40%	
	Car 1	3.365	3.365	0%	128.94	186.25	52%	433.874	680.370	226.504	52%	
	Car 2	5.385	5.385	0%	38.53	186.25	386%	299.722	1.041.189	821.467	386%	
	Car 3	0	0	0%	0	0	0%	0	0	0	0%	
	Car 4	0	0	0%	0	0	0%	0	0	0	0%	
	Car 5	0	0	0%	0	0	0%	0	0	0	0%	
MTWs Total	18,673	18,673	0%	108.59	179.24	78%	1,878.294	3,386.734	1,488.499	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	-204,868.025	-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 [g]	in [g]	in [g]	in [g]	
1.A.3.a.i. Passenger Cars	Gasoline	pre-Cars	15 782	15 782	0%	636.75	644.11	-4%	7 670 916	6 410 967	-1 667 867	-54%
		Car 1	20 270	20 270	0%	372.25	341.68	-35%	7 545 483	4 986 888	-2 648 596	-36%
		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	-1 192 489	-7%
		Car 5	183 374	183 374	0%	19.09	50.17	163%	3 580 746	9 189 834	5 609 088	163%
		Car 6	66 332	66 332	0%	26.67	50.17	88%	1 768 917	3 327 850	1 558 933	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	284.66	-23%	386 262	339 173	-46 089	-14%
		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%	277 941 660	188 535 230	-89 406 430	-61%
		Pkcs Total	1 386 391	1 386 391	0%	235.75	154.41	-35%	67 778 627	159 670 289	-168 708 367	-59%
	Gasoline	pre-Cars	910	910	0%	602.79	645.36	7%	593 186	547 543	-45 643	-8%
		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	117 737	-44 574	-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	7%	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	386.73	-7%	899 549	685 433	-214 415	-26%
		Car 1	1 780	1 780	0%	391.89	276.25	-30%	780 189	385 371	-394 798	-50%
		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	6 658 730	-25 564 553	-79%
		Car 6	4 921	4 921	0%	113.49	32.40	-72%	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%
		LDNs 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	1319.23	21%	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%	788.25	645.03	-18%	3 440 614	2 822 621	-617 993	-18%
		Car III	10 333	10 333	0%	632.87	458.91	-28%	6 539 364	4 741 827	-1 797 536	-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	-373 599	-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	588.64	-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	269 736	269 736	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	584 013	584 013	0%	226.31	180.97	-20%	134 431 899	101 496 262	-32 935 637	-24%
		Car 1	5 543	5 543	0%	125.59	155.78	24%	696 072	883 289	187 218	24%
		Car 2	3 360	3 360	0%	127.11	177.29	39%	427 113	585 796	158 682	39%
		Car 3	3 375	3 375	0%	125.94	187.68	50%	421 961	687 078	265 127	50%
		Car 4	6 443	6 443	0%	48.36	187.68	381%	209 627	1 273 671	1 064 043	381%
		Car 5	6	6	0%	17.47	187.68	1031%	1 134	12 632	11 498	1031%
		MOWs Total	16 185	16 185	0%	96.14	181.68	89%	1 885 897	3 452 476	1 566 579	89%
	Road Transport	Total	2 287 339	2 287 339	0%	258.89	137.22	-46%	553 799 598	362 981 820	-190 817 778	-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 [t]	in [t]	in [t]	in [t]	
1.A.3.a.i. Passenger Cars	Gasoline	pre-Cars	12 282	12 282	0%	636.73	644.11	-16%	7 616 267	6 680 187	-1 126 108	-16%
		Car 1	17 449	17 449	0%	372.96	291.68	-36%	6 588 311	4 217 644	-2 391 267	-36%
		Car 2	30 435	30 435	0%	217.43	141.75	-35%	6 617 570	4 374 140	-2 303 438	-35%
		Car 3	54 271	54 271	0%	78.48	76.27	-3%	4 254 938	4 139 376	-115 562	-3%
		Car 4	315 086	315 086	0%	54.96	51.26	-7%	17 316 320	16 511 881	-1 194 408	-7%
		Car 5	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	60.88	-10%	49 046 874	38 634 374	-10 408 889	-10%	
	Diesel Oil	pre-Cars	1 780	1 780	0%	368.96	284.66	-15%	480 963	347 626	-133 883	-15%
		Car 1	3 360	3 360	0%	298.17	271.67	-9%	1 082 288	910 182	-92 116	-9%
		Car 2	13 780	13 780	0%	407.17	222.43	-45%	5 614 130	3 066 393	-2 547 736	-45%
		Car 3	52 128	52 128	0%	808.95	179.65	-78%	31 696 478	9 364 788	-22 331 690	-70%
		Car 4	187 047	187 047	0%	418.16	158.34	-61%	67 733 485	24 983 323	-42 750 162	-61%
		Car 5	283 480	283 480	0%	423.99	158.34	-63%	120 187 695	44 873 190	-75 314 505	-63%
	Diesel oil total	184 768	184 768	0%	262.61	158.34	-40%	48 521 183	29 255 985	-19 265 258	-40%	
	Pkcs Total	686 582	686 582	0%	398.65	161.95	-59%	272 126 081	112 870 717	-159 255 370	-59%	
Gasoline	Pkcs Total	1 421 162	1 421 162	0%	225.98	155.61	-30%	521 152 965	163 445 435	-357 707 538	-30%	
	pre-Cars	940	940	0%	611.41	645.36	-7%	612 247	686 978	7 322	1%	
	Car 1	124	124	0%	908.23	312.78	-66%	112 083	39 682	-72 401	-66%	
	Car 2	485	485	0%	302.12	221.62	-27%	140 344	102 950	-37 394	-27%	
	Car 3	596	596	0%	118.57	115.36	-3%	65 955	68 812	2 857	4%	
	Car 4	1 476	1 476	0%	58.72	53.38	-9%	74 877	78 816	3 938	5%	
	Car 5	1 680	1 680	0%	21.73	53.38	146%	36 240	89 034	52 796	146%	
	Car 6	910	910	0%	19.18	53.38	181%	17 052	49 080	31 928	181%	
1.A.3.b.i. Light Duty Vehicles (LDVs)	Gasoline total	6 186	6 186	0%	171.55	167.18	-2%	1 058 799	1 034 211	-24 588	-2%	
	pre-Cars	2 067	2 067	0%	413.41	386.73	-7%	860 499	631 183	-229 316	-26%	
	Car 1	1 538	1 538	0%	398.47	276.25	-30%	680 795	331 158	-349 638	-50%	
	Car 2	3 580	3 580	0%	321.26	153.04	-53%	1 143 793	687 293	-456 501	-40%	
	Car 3	11 684	11 684	0%	556.30	150.73	-73%	6 940 879	2 198 750	-4 742 129	-70%	
	Car 4	39 060	39 060	0%	556.76	83.09	-85%	17 789 647	3 626 025	-14 163 622	-82%	
	Car 5	75 789	75 789	0%	432.92	83.09	-79%	32 790 965	7 064 565	-25 736 411	-79%	
	Car 6	19 625	19 625	0%	167.71	83.09	-39%	2 977 239	1 626 875	-1 150 564	-39%	
	LDVs total	153 284	153 284	0%	424.66	183.89	-57%	65 083 930	19 925 274	-45 168 714	-76%	
	LDVs total	159 470	159 470	0%	414.83	186.35	-54%	66 152 129	19 959 427	-46 193 302	-74%	
1.A.3.b.ii. Heavy Duty Vehicles (HDVs)	pre-Cars	736	736	0%	707.33	1919.23	-5%	190 259	150 425	-39 834	-5%	
	Car 1	411	411	0%	731.97	752.67	3%	300 684	389 062	8 459	3%	
	Car 2	3 325	3 325	0%	707.91	362.49	-19%	2 620 087	2 147 480	-472 608	-18%	
	Car 3	8 673	8 673	0%	423.32	410.12	-3%	6 457 430	5 984 085	-473 345	-7%	
	Car 4	2 923	2 923	0%	474.97	562.49	19%	1 912 380	1 347 600	-564 780	-29%	
	Car 5	21 913	21 913	0%	363.92	186.44	-49%	7 937 975	4 053 486	-3 884 291	-49%	
	Car 6	14 086	14 086	0%	68.52	186.44	219%	864 215	2 712 580	1 848 375	219%	
	HDVs total	55 382	55 382	0%	378.80	296.71	-21%	19 193 961	15 384 628	-3 809 873	-20%	
	pre-Cars	3 686	3 686	0%	1034.40	1781.75	-29%	3 730 272	2 659 076	-1 071 256	-29%	
	Car 1	1 311	1 311	0%	738.17	583.48	-21%	900 942	614 151	-286 690	-31%	
1.A.3.b.iii. Heavy Duty Vehicle: Trucks & Lorries	Car 2	7 087	7 087	0%	817.66	440.55	-35%	5 794 876	3 580 626	-2 226 851	-39%	
	Car 3	26 386	26 386	0%	528.17	387.02	-27%	18 572 061	10 652 569	-7 919 492	-43%	
	Car 4	39 062	39 062	0%	367.77	279.34	-24%	2 965 414	1 687 045	-1 268 368	-43%	
	Car 5	264 365	264 365	0%	266.16	154.36	-41%	49 280 789	31 635 347	-17 645 342	-35%	
	Car 6	338 065	338 065	0%	65.82	154.36	135%	21 985 366	51 718 641	29 733 275	135%	
	Trucks Total	598 263	598 263	0%	195.92	179.92	-8%	116 671 611	105 246 588	-11 424 633	-10%	
	pre-Cars	5 336	5 336	0%	125.91	157.13	25%	671 088	830 789	168 801	25%	
	Car 1	3 257	3 257	0%	126.39	177.06	41%	411 617	579 244	167 627	41%	
	Car 2	3 396	3 396	0%	122.55	180.33	42%	416 200	672 548	256 348	62%	
	Car 3	6 711	6 711	0%	41.22	180.33	263%	267 187	1 336 566	1 069 848	283%	
1.A.3.b.iv. Motorized Two-Wheelers (MOWs)	Car 4	330	330	0%	18.26	190.33	988%	7 982	86 275	78 293	988%	
	Car 5	0	0	0%	0.00	0	0%	0	0	0	0%	
	MOWs Total	15 160	15 160	0%	52.81	183.39	98%	1 738 634	5 551 787	3 755 114	98%	
1.A.3.b. Road Transport		2 291 437		2 291 437		0%		273 430		175 220		
								-42%		-42%		
								525 569 430		384 480 986		
										-221 879 424		
										-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 [t]	in [t]	in [t]	in [t]	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	-9%	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%
		Car 6	189 041	189 041	0%	6.00	52.30	788%	4 190 422	6 718 250	2 527 828	60%
		Gasoline total	689 027	689 027	0%	64.42	68.36	-6%	45 032 296	47 186 817	2 154 521	5%
	Diesel Oil	pre-Cars	1 363	1 363	0%	303.16	264.96	-13%	171 676	146 173	-25 503	-15%
		Car 1	2 849	2 849	0%	299.17	272.65	-9%	962 432	775 166	-187 266	-20%
		Car 2	10 784	10 784	0%	407.20	222.87	-45%	4 391 383	2 483 536	-1 907 848	-45%
		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%
		Car 6	228 685	228 685	0%	254.87	180.40	-30%	58 284 140	35 680 446	-22 603 694	-39%
		Diesel oil total	646 074	646 074	0%	375.66	163.38	-56%	247 596 063	188 748 684	-58 847 379	-24%
		Px Total	1 363 181	1 363 181	0%	214.34	154.68	-28%	262 588 360	156 555 421	-106 032 939	-40%
	Gasoline	pre-Cars	911	911	0%	944.51	645.95	-32%	994 851	582 662	-412 189	-41%
		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	69 278	3 988	6%
		Car 5	1 483	1 483	0%	23.70	54.36	129%	35 160	80 626	45 466	129%
		Car 6	1 643	1 643	0%	19.09	54.36	182%	39 550	89 326	49 776	182%
		Gasoline total	6 315	6 315	0%	154.22	160.11	4%	999 199	1 091 136	91 937	9%
	Diesel Oil	pre-Cars	1 872	1 872	0%	411.51	386.79	-6%	771 337	574 432	-196 905	-26%
		Car 1	1 285	1 285	0%	389.94	276.25	-30%	483 129	272 296	-210 833	-44%
		Car 2	2 942	2 942	0%	318.56	193.88	-39%	965 389	550 789	-414 600	-43%
		Car 3	9 383	9 383	0%	598.10	150.74	-75%	5 689 152	1 411 299	-4 277 853	-75%
		Car 4	33 232	33 232	0%	508.42	93.81	-82%	16 929 185	3 117 457	-13 811 728	-82%
		Car 5	66 283	66 283	0%	432.92	93.81	-78%	28 684 080	6 217 860	-22 466 220	-78%
		Car 6	39 482	39 482	0%	158.79	93.81	-41%	5 941 615	3 686 228	-2 255 387	-38%
		Diesel oil total	154 259	154 259	0%	384.71	182.69	-53%	59 344 525	15 840 316	-43 504 210	-73%
		DOx Total	180 574	180 574	0%	375.86	184.94	-52%	69 343 125	16 851 449	-52 491 676	-76%
1.A.3.b.i - Heavy Duty Vehicles - Buses	Gasoline	pre-Cars	547	547	0%	1078.16	1919.23	-43%	589 267	557 147	-32 120	-5%
		Car 1	237	237	0%	732.77	132.57	-82%	173 676	138 368	-35 308	-20%
		Car 2	2 270	2 270	0%	787.83	646.33	-18%	1 780 686	1 487 437	-293 249	-16%
		Car 3	6 757	6 757	0%	638.89	459.32	-29%	4 262 734	3 183 482	-1 079 252	-25%
		Car 4	3 043	3 043	0%	473.16	382.73	-19%	1 439 790	1 073 333	-366 457	-26%
		Car 5	18 189	18 189	0%	362.42	186.37	-49%	6 463 265	3 376 016	-3 087 249	-48%
		Car 6	20 670	20 670	0%	64.89	186.37	288%	1 176 026	3 682 314	2 506 288	214%
		Buses Total	51 634	51 634	0%	309.75	283.53	-9%	15 993 546	13 687 186	-2 306 360	-15%
	Diesel Oil	pre-Cars	3 262	3 262	0%	1034.82	737.35	-29%	3 375 359	2 485 071	-890 288	-26%
		Car 1	1 094	1 094	0%	747.82	488.39	-35%	818 052	512 378	-305 674	-37%
		Car 2	5 544	5 544	0%	817.44	581.68	-29%	4 632 180	2 781 516	-1 850 664	-40%
		Car 3	20 583	20 583	0%	629.54	563.68	-11%	12 367 751	7 277 279	-5 090 472	-41%
		Car 4	15 912	15 912	0%	358.89	276.23	-23%	6 334 421	4 386 424	-1 947 997	-31%
		Car 5	154 983	154 983	0%	292.40	154.68	-47%	45 964 153	24 283 389	-21 680 764	-47%
		Car 6	381 799	381 799	0%	68.78	154.68	125%	26 251 482	69 665 886	43 414 404	165%
		Trucks Total	585 186	585 186	0%	515.18	172.19	-66%	188 173 537	180 740 889	-7 432 648	-4%
	Gasoline	pre-Cars	4 940	4 940	0%	128.95	188.61	46%	622 666	783 451	160 785	26%
		Car 1	2 966	2 966	0%	128.14	177.79	41%	374 114	527 294	153 180	41%
		Car 2	3 221	3 221	0%	128.33	188.64	46%	387 596	639 833	252 237	65%
		Car 3	6 241	6 241	0%	48.24	188.64	288%	251 126	1 239 688	988 562	394%
		Car 4	1 130	1 130	0%	58.41	188.64	324%	23 066	224 682	201 616	875%
		Car 5	0	0	0%	0.00	188.64	0%	0	0	0	0%
		DOx Total	18 487	18 487	0%	85.86	188.61	198%	1 658 568	3 454 167	1 795 599	108%
		1.A.3.b - Road Transport	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 [t]	in [t]	in [t]	in [%]		
1.A.3.a.i - Passenger Cars	Gasoline	pre-Cars	13 588	13 588	0%	638.58	644.11	-6%	8 664 521	7 382 686	-1 281 835	-15%	
		Car 1	12 427	12 427	0%	378.32	341.68	-9%	4 781 480	3 083 383	-1 698 096	-36%	
		Car 2	20 086	20 086	0%	225.58	92.58	-59%	4 531 070	1 858 018	-2 673 052	-59%	
		Car 3	36 216	36 216	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	5 880 628	170%	
	Gasoline total	784 031	784 031	0%	25.63	53.29	180%	5 295 099	11 010 782	5 715 683	180%		
	Diesel Oil	pre-Cars	1 744 031	1 744 031	0%	62.36	68.45	10%	43 961 941	48 238 025	4 276 084	10%	
		Car 1	2 736	2 736	0%	333.76	264.96	-16%	193 180	174 621	-18 559	-10%	
		Car 2	2 565	2 565	0%	299.86	272.65	-9%	766 913	687 786	-79 127	-10%	
		Car 3	8 891	8 891	0%	407.19	226.16	-44%	3 620 286	2 037 480	-1 582 806	-44%	
		Car 4	33 079	33 079	0%	815.11	180.42	-78%	20 310 125	5 967 483	-14 342 642	-71%	
		Car 5	111 335	111 335	0%	419.17	182.44	-56%	48 688 685	18 085 228	-30 603 457	-63%	
	Diesel Oil total	231 784	231 784	0%	419.37	182.44	-40%	95 117 643	37 650 997	-57 466 646	-60%		
		273 511	273 511	0%	227.36	182.44	-20%	62 183 230	44 429 184	-17 754 046	-29%		
		Diesel oil total	663 841	663 841	0%	345.81	165.67	-52%	229 566 088	109 582 982	-119 983 106	-52%	
		Px Total	1 368 532	1 368 532	0%	699.83	155.19	-78%	273 668 029	157 821 007	-115 847 022	-42%	
		Gasoline	pre-Cars	909	909	0%	944.89	645.95	-32%	987 459	581 962	-405 497	-41%
Car 1			87	87	0%	915.28	312.78	-66%	88 953	30 396	-58 557	-66%	
Car 2	316		316	0%	304.63	224.45	-26%	96 158	70 848	-25 310	-26%		
Car 3	447		447	0%	112.68	121.47	8%	59 355	64 283	4 928	8%		
Car 4	1 126		1 126	0%	53.08	55.26	4%	59 652	62 199	2 547	4%		
Car 5	1 361		1 361	0%	25.34	55.26	180%	34 240	74 680	40 440	180%		
Gasoline total	2 420	2 420	0%	18.75	55.26	180%	45 383	133 753	88 370	180%			
1.A.3.a.ii - Light Duty Vehicles (LDVs)	Gasoline	pre-Cars	6 483	6 483	0%	144.88	153.25	5%	974 299	1 094 150	119 851	12%	
		Car 1	1 744	1 744	0%	418.96	386.79	-7%	725 111	541 376	-183 735	-26%	
		Car 2	1 079	1 079	0%	389.52	276.25	-30%	420 285	232 256	-188 029	-45%	
		Car 3	2 334	2 334	0%	315.90	194.79	-38%	737 682	454 610	-283 072	-38%	
		Car 4	7 049	7 049	0%	150.73	150.73	0%	2 597 343	1 150 717	-1 446 626	-56%	
		Car 5	28 714	28 714	0%	512.28	36.77	-92%	14 788 380	2 776 154	-12 012 226	-82%	
	Diesel Oil	Car 6	58 714	58 714	0%	434.36	94.57	-79%	25 499 580	5 552 428	-19 947 152	-79%	
		Car 5	58 931	58 931	0%	146.16	94.57	-35%	6 614 586	6 572 892	-42 694	-1%	
		LDVs total	159 183	159 183	0%	347.42	181.88	-47%	55 383 335	36 221 445	-19 161 890	-34%	
		LDVs total	165 866	165 866	0%	338.13	183.89	-46%	56 279 554	37 248 998	-19 030 556	-34%	
		Diesel Oil	Car 1	489	489	0%	1080.20	1015.23	-6%	585 887	476 258	-109 629	-19%
			Car 2	147	147	0%	736.37	752.67	2%	188 212	170 583	-17 629	-9%
	Car 3		1 611	1 611	0%	709.47	688.77	-3%	1 577 445	1 041 621	-535 824	-34%	
	Car 4		5 789	5 789	0%	824.86	410.43	-50%	7 066 381	2 623 779	-4 442 602	-63%	
	Car 5		2 747	2 747	0%	473.93	362.84	-24%	1 382 061	960 413	-421 648	-30%	
	Car 6		17 130	17 130	0%	362.91	186.64	-49%	6 213 175	3 180 781	-3 032 394	-50%	
	Diesel Oil total	25 135	25 135	0%	60.43	186.64	299%	1 518 961	4 686 133	3 167 172	299%		
		Diesel Oil total	52 939	52 939	0%	274.41	247.85	-10%	14 547 052	13 158 579	-1 388 474	-10%	
pre-Cars		3 140	3 140	0%	1034.96	737.35	-29%	3 250 020	2 375 443	-874 577	-29%		
Car 1		989	989	0%	747.60	488.34	-35%	724 240	453 754	-270 486	-37%		
Car 2		4 560	4 560	0%	817.42	581.19	-29%	3 734 343	2 280 967	-1 453 376	-39%		
Car 3		16 377	16 377	0%	688.94	381.63	-44%	13 861 323	6 756 647	-7 104 676	-51%		
Diesel Oil	Car 4	13 137	13 137	0%	396.86	279.31	-31%	2 125 679	3 589 330	1 463 651	69%		
	Car 5	135 233	135 233	0%	135.13	154.50	10%	36 960 598	59 811 429	22 850 831	62%		
	Car 6	432 488	432 488	0%	72.98	154.50	110%	31 175 486	67 083 863	35 908 377	115%		
	Trucks Total	595 913	595 913	0%	1033.36	1051.17	1%	85 380 180	180 889 376	95 509 196	112%		
	pre-Cars	4 813	4 813	0%	125.89	164.78	31%	664 997	732 771	167 774	25%		
	Car 1	2 835	2 835	0%	125.39	177.29	41%	355 456	582 589	227 133	41%		
1.A.3.b.i - Motorized Two-Wheelers (M2Ws)	Car 2	3 084	3 084	0%	119.33	180.66	67%	303 224	615 757	312 533	103%		
	Car 3	6 082	6 082	0%	41.03	180.66	387%	204 284	1 131 617	927 333	454%		
	Car 4	2 085	2 085	0%	21.69	180.66	837%	23 889	386 647	362 758	1523%		
	Car 5	0	0	0%	0.00	0.00	0%	0	0	0	0%		
	M2Ws Total	18 750	18 750	0%	86.06	180.63	110%	1 613 650	3 562 941	1 889 291	117%		
	1.A.3.b. Road Transport	Total	2 262 080	2 262 080	0%	198.58	132.83	-33%	437 266 734	292 497 497	-144 769 238	-33%	

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.

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

bibliography : 1 : EB, 2012a: CLRTAP EB Decision 2012/3, ECE/EB.AIR/111/Add.1: Adjustments under the Gothenburg Protocol to emission reduction commitments or to inventories for the purposes of comparing total national emissions with them URL: http://www.unece.org/fileadmin/DAM/env/documents/2013/air/ECE_EB.AIR_111_Add.1_ENG_DECISION_3.pdf : 2 : EB, 2012b: CLRTAP EB Decision 2012/4: Provisional Application of Amendment to the Protocol to Abate Acidification, Eutrophication and Ground-level Ozone URL: http://www.unece.org/fileadmin/DAM/env/documents/2013/air/ECE_EB.AIR_111_Add.1_ENG_DECISION_4.pdf : 3 : EB, 2012c: CLRTAP EB Decision 2012/12: Guidance for adjustments under the 1999 Protocol to Abate Acidification, Eutrophication and Ground-level Ozone to emission reduction commitments or to inventories for the purposes of comparing total national emissions with them URL: http://www.unece.org/fileadmin/DAM/env/documents/2012/EB/Decision_2012_12.pdf : 4 : IIASA, 1999: Amann, M.; Bertok, I.; Cofala, J.; Gyarmas, F.; Heyes, Chr.; Klimont, Zb.; Syri, S.; Schöpp, W.: Further analysis of scenario results obtained with the RAINS model - Interim Report to the Ministère de L'Aménagement du Territoire et de l'Environnement Direction de la Prévention des Pollutions et des Risques 20, avenue de Ségur 75302 Paris 07 SP, April 1999 - URL: <https://iiasa.ac.at/web/home/research/researchPrograms/air/policy/france3b.pdf> : 5 : ifeu, 2002: Final report to UFOPLAN study FKZ 201 45 112 (German version only): Aktualisierung des Daten- und Rechenmodells: Energieverbrauch und Schadstoffemissionen des motorisierten Verkehrs in Deutschland 1980-2020; Im Auftrag des Umweltbundesamtes; ifeu Institut für Energie- und Umweltforschung Heidelberg GmbH (Institute for Energy and Environmental Research), Wilckensstraße 3, D-69120 Heidelberg, Germany, phone: +49 (0) 6221 / 47 67 -0, fax: +49 (0) 6221 / 47 67 -19, Heidelberg, 31. Oktober 2002 : 6 : Knörr et al. (2019a): Knörr, W., Heidt, C., Gores, S., & Bergk, F.: ifeu Institute for Energy and Environmental Research (Institut für Energie- und Umweltforschung Heidelberg gGmbH, ifeu): Fortschreibung des Daten- und Rechenmodells: Energieverbrauch und Schadstoffemissionen des motorisierten Verkehrs in Deutschland 1960-2035, sowie TREMOD, im Auftrag des Umweltbundesamtes, Heidelberg & Berlin, 2019. : 7 : UBA, 2018: CLRTAP submission 2018, Dessau, 2018 : 8 : ECE/EB.AIR/113/Add.1, 2012: Report of the Executive Body on its thirty-first session, Decision 2012/12 on Guidance for adjustments under the 1999 Protocol to Abate Acidification, Eutrophication and Ground-level Ozone to emission reduction commitments or to inventories for the purposes of comparing total national emissions with them; URL: http://www.unece.org/fileadmin/DAM/env/documents/2012/EB/ECE_EB.AIR_113_Add.1_ENG_1.pdf : 9 : CEIP, 2014a: Centre

on Emission Inventories and Projections (CEIP): CEIP/Adjustment RR/2014/GERMANY: Review of the 2014 Adjustment Application by Germany, URL: https://webdab01.umweltbundesamt.at/download/adjustments2014/Adjustment_Review_Report_GERMANY_2014.pdf?cgiproxy_skip=1, 5 August 2014 : 10 : CEIP, 2014b: Centre on Emission Inventories and Projections (CEIP): ECE/EB.AIR/GE.1/2014/10: Review of adjustment applications 2014; URL: http://www.ceip.at/fileadmin/inhalte/emep/pdf/2015/ece.eb.air.ge.1.2014.10.edited.ae_formatting_accepted.ko.pdf, 5 August 2014 : 11 : CEIP, 2015a: Centre on Emission Inventories and Projections (CEIP): CEIP/Adjustment RR/2015/Germany: Review of the 2015 Adjustment Application by Germany, URL: https://webdab01.umweltbundesamt.at/download/adjustments2015/Germany2015-adj.pdf?cgiproxy_skip=1, September 2015 : 12 : CEIP, 2015b: Centre on Emission Inventories and Projections (CEIP): CE/EB.AIR/GE.1/2015/10–ECE/EB.AIR/WG.1/2015/13: Review of adjustment applications 2015; URL: http://www.ceip.at/fileadmin/inhalte/emep/Adjustments/ece.eb.air.ge.1.2015.10_ece.eb.air.wg.1.2015.13.AV.pdf, 6 July 2015 : 13 : CEIP, 2016a: Centre on Emission Inventories and Projections (CEIP): Review of the 2016 Adjustment Application by Germany, URL: https://webdab01.umweltbundesamt.at/download/adjustments2016/Germany2016-adj.pdf?cgiproxy_skip=1, 2016 : 14 : CEIP, 2016b: Centre on Emission Inventories and Projections (CEIP): ECE/EB.AIR/GE.1/2016/10–ECE/EB.AIR/WG.1/2016/18: Review of adjustment applications 2016; URL: http://www.ceip.at/fileadmin/inhalte/emep/pdf/2016/ECE_EB.AIR_GE.1_2016_10_E.pdf, 2016 : 15 : CEIP, 2017a: Centre on Emission Inventories and Projections (CEIP): ECE/EB.AIR/GE.1/2017/10–ECE/EB.AIR/WG.1/2017/20: Review of adjustment applications 2017; URL: http://www.ceip.at/fileadmin/inhalte/emep/pdf/2017/Advance_ece_eb_air_ge_1_2017_10_ece_eb_air_wg_1_2017.pdf, 2017 : 16 : CEIP, 2018a: Centre on Emission Inventories and Projections (CEIP): ECE/EB.AIR/GE.1/2018/10–ECE/EB.AIR/WG.1/2018/21: Review of adjustment applications 2018; URL: https://www.ceip.at/fileadmin/inhalte/emep/pdf/2018/ADJ_ece.eb.air.ge.1.2018.10-ece.eb.air.wg.1.2018.21_advance.pdf, 2018 : 17 : CEIP, 2019a: Centre on Emission Inventories and Projections (CEIP): ECE/EB.AIR/GE.1/2019/10–ECE/EB.AIR/WG.1/2019/22: Review of adjustment applications 2019; URL: https://www.ceip.at/fileadmin/inhalte/emep/pdf/2019/ECE_EB.AIR_GE.1_2019_10-1909789E.pdf, 2019 : 18 : Keller et al. (2017): Keller, M., Hausberger, S., Matzer, C., Wüthrich, P., & Notter, B.: Handbook Emission Factors for Road Transport, version 3.3 (Handbuch Emissionsfaktoren des Straßenverkehrs 3.3) URL: https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=2ahUKEwj0y67pi5foAhWB16QKHfpYDIgQFjAAegQIAhAB&url=https%3A%2F%2Fwww.hbefa.net%2Fd%2Fdocuments%2FHBEFA33_Hintergrundbericht.pdf&usq=AOvVaw2sOF884KtccVyWLItdt1CIZ - Dokumentation, Bern, 2017. : 19 : Notter et al. (2019): Keller, M., Althaus, H.-J., Cox, B., Knörr, W., Heidt, Ch., Biemann, K., Räder, D.: Handbook Emission Factors for Road Transport, version 4.1 (Handbuch Emissionsfaktoren des Straßenverkehrs 4.1), HBEFA 4.1 Development Report; URL: https://www.hbefa.net/e/documents/HBEFA41_Development_Report.pdf, Bern, Heidelberg, 21. August 2019. [bibliography](#)

¹⁾ (bibcite 4)

²⁾ (bibcite 1)

³⁾ (bibcite 3)

⁴⁾ (bibcite 2)

⁵⁾ (bibcite 4)

⁶⁾ (bibcite 5)

⁷⁾ (bibcite 6)

⁸⁾ (bibcite 18)

⁹⁾ (bibcite 19)