Adjustment DE-A regarding NOx 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, 2012 a & 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). 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: $* NO_x$ "artificial" current emissions = virtual current emissions assuming no changes in emission factors 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 <u>evolution of the different so-called Euro norms</u>) 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 (<u>Germany: stronger dieselisation</u> 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



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 than, 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 compliling 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 (2021).

Unfortunately, the oldest TREMOD version available for such comparison is TREMOD 3.1 from 2002 $^{5)}$, 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 technocological 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 tehrefore 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 6.12 (Knörr et al., 2020a)⁶⁾.

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	-296.1	-300.7	-300.4	-305.2	-294.9	-274.9	-250.9	-221.1	-179.6	-144.8

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_{*} 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

		~		ctivity Date	-			n Factor		NO, Em		
NFR Code	Fuel	Year	current		difference			difference	current	adjusted	adjustment	
A3.bi	gasoline		796.957	(TJ) 795.957	in [5] 0%	in (kg 97.55	84.99	in [%] -13%	77,644,842	in [kg] 67.650.906	9 993 935	in [%] -17
A3.bi	diesel oil		529,300	629.300	0%	429,45	160,61	-63%	227.341.096		142.370.635	-63
A3.bii	gasoline		6.325	6.325	0%	255,87	214,75	-16%	1.618.432	1,358,328	260,104	-16
A3.58	diesel oil		113,450	113,450	0%	476.34	134,96	-72%	54.040.533	15.311.584	38,728,949	-72
A3bii	diesel oil		48.044	48.044	0%	623,00	482,55	-23%	29.931.266	23.183.732	6.747.534	-23
A3.bii	diesel oil		566.741	566.741	0%	445,67	271,83	-395	253.148.243		99.092.083	-39
A3.biv	çasoline		19.712	19.712	0%	113,68	168,43	48%	2.240.749	3.320.034	-1.079.285	48
A 3.6 TOT		2010	2.079.608	2.079.608	0%			0%	645.965.162		296.113.956	-45
A3.51	gasoline		794,688	754.688	0%	92,09	81,61	-11%	73.185.851	64.851.951	8.333.900	-11
A.3.bi	diesel oil		553.564	553.564	0%	434,12	159,22	-63%	240.313.791	88.138.959		-63
A3.58	gasoline		6.118	6,118	0%	229,35	198,67	-13%	1.403.081 55.844.518	1.214.776	188.305	-13
A3bi	diesel oil		115.967	115.967 47,365	0% 0%	481,55	448,99	-24%	28.071.221	21.266.323	41.126.376 6.804.898	-24
(A368 (A368	diesel oil diesel oil		563.891	563.891	0%	692,65 410,38	244,97	-415	231,410,271	138.135.342		-41
A3.biv	gaseline		19.289	19.289	0%	110,79	171,60	54%	2.137.002	3.299.162	-1.162.160	54
A 3.b TOT		2011	2.100.883	2.100.883	0%	110,10		05	632,365,736		300.740.081	-4
A3.bi	casoline		750.957	750.957	0%	85.73	78.00	-9%	64.379.994	58.577.229	5.882.765	-1
A3.61	diesel oil		555.245	555.245	0%	435,96	158,66	-64%	242.062.902	88.096.699	153.966.203	-64
A3.bii	gasoline		5.657	5.657	0%	218,93	193,15	-12%	1.238.520	1.092.662	145.059	-12
A3.58	diesel oil		114.350	114.390	0%	481,91	120,17	-75%	55.106.382	13.741.354	41.365.028	-75
A3.bii	diesel oil		50.902	50.902	0%	533,22	384,33	-28%	27.141.913	19.553.208	7.578.704	-28
A3.6H	diesel oil		589.585	589.595	0%	381,33	224,00	-41%	224.829.180			-41
A3.biv	gasoline		18.268	18.268	0%	107,43	173,28	61%	1.962.546	3.165.439	-1.282.893	61
A 3.6 TOT		2012	2.084.964	2.084.954	0%			0%	616.721.438			
A3bi	çasoline		749.114	749.114	0%	80,35	74,85	-7%	60.190.007	56.071.797	4.118.211	-1
A3.bi	diesel oil		589.131	589.131	0%	437,14	158,71	-64%	257.533.728	93.499.010		-64
A358	gasoline diesel oil		5.578	5.578 118.777	0%	202,80	184,07	-9% -76%	1.131.209	1.026.727	104.482	
A3bi	diesel oil diesel oil		118.777 61.716	51,716	0%	480,60 609,64	114,93	-76%	57.083.533 26.350.969	13.650.400 18.620.843	43.433.045 7.730.126	-71
A3.68 A3.68	diesel oil		600.139	600.139	0%	353,06	207,93	-41%	211.887.531		87.099.052	-41
A3.biv	gasoline		18.229	18.229	0%	104,34	175.38	68%	1.902.088	3.197.038	-1.294.951	61
A.3.6 TOT.		2013	2.132.683	2.132.683	0%	194,34	110,00	05	616.079.063	310.854.371	305.224.692	5
A3.b1	gaseline	2012	752.526	752.526	0%	76.03	73.09	-45	57,215,533	54.998.921	2,216.612	
A3.bi	diesel oil		626.045	626.045	0%	435,87	159,12	-63%	272.876.061	99.613.892		-63
A3.bii	gasoline		5.845	5.845	0%	190.34	176,49	-7%	1.112.584	1.031.612	80.972	-1
A3.bii	diesel oil		128.578	128.578	0%	475,56	110,96	-77%	61.146.575	14.267.237	46.879.338	-77
A3.bii	diesel oil		49.143	49.143	0%	468,37	339,99	-27%	23.017.115	16.708.234	6.308.001	-27
Азын	diesel oil		672,754	\$72,754	0%	314.05	196,05	-38%	179.874.133	112.285.582	67.588.551	-38
A3.biv	gasoline		18.673	18.673	0%	100,59	179,24	78%	1.878.294	3.345.794	-1.468.499	78
A.3.b TOT	AL	2014	2.153.563	2.153.563	0%			0%	597.120.297	302.252.271	294.868.025	-4
A3.bi	gasoline		715.158	715.158	0%	74,38	71,73	-4%	53.190.787	51.300.983	1.889.905	4
A3.61	diesel oil		645.565	645.595	0%	426,19	159,80	-63%	275.130.233			-63
A3.bii	gasoline		5.793	5.793	0%	187,12	172,80	-8%	1.083.927	1.000.999	82.928	-4
A.3.6 ii	diesel oil		135.306	135.306	0%	469,35	107,96	-77%	63.505.443	14.607.490	48.897.953	-77
A3.58	diesel oil		52.287	52.287	0%	451,96	327,99	-29%	23.997.817	17.149.448	6.848.370	-25
A3bii	diesel oil		589.411	589.411	0%	266,69	187,51	-30%	1.833.382	110.620.703 3.334.472	46.668.973	-30 82
A3.biv A3.b TOT	gasoline	2015	18.459	18.459	0%	99.32	100,65	05			274.853.670	- 4
A3.61	gasoline	2015	715.272	715.272	0%	70,93	70.65	0%	50.736.967	50.535.049	201.918	
A3bi	diesel oil		675.119	675.119	0%	410.36	160,76	-61%			168,506,430	-61
A3.64	gaseline		5.926	5.926	0%	190.27	171.06	-5%	1.068.292	1.013.678	54.614	
A3bi	diesel oil		144.068	144.058	0%	456,12	105,62	-77%	65.712.732	15.216.007	50.496.726	-71
A3.bii	diesel oil		54.157	54.157	0%	424.73	308,24	-27%	23.002.109	16.693.117	6.308.992	-21
A3.bii	diesel oil		594.013	554.013	0%	226,31	100,97	-20%	134.431.899	107.495.262	26.935.637	-21
A3.biv	gasoline		18.785	18.785	0%	96,14	181,66	89%	1.005.097	3.412.476	-1.606.579	
A.3.b TOT		2016	2.207.339	2.207.339	0%			0%	553.799.558			- 4
A3bi	gasoline		724.571	724.571	0%	67,66	69,88	3%	49.025.874	50.634.714	-1.607.840	1
A3.61	diesel oil		696.592	696.692	0%	390,66	161,95	-59%	272.128.091			-55
A3bi	gasoline		6.186	6.186	0%	171,15	167,18	-2%	1.058.799	1.034.211	24.588	4
A356	diesel oil		153.284	153.284	0%	424,66	103,89	-76%	65.093.930	15.925.216	49.168.714	-71
A3bii	diesel oil		53.382	53.382	0%	370,80	286,71	-23%	19.793.901	15.304.828	4.489.073	-23
A3.68 A3.6W	diesel oil		598.263	558.263	0%	195,02	175,92	-10% 98%	116.671.141	105.245.508	11.424.633	-10
A 3.6 N A 3.6 TOT	gasoline	2017	19.100	19,160	0%	92,83	183,39	35%			-1./35.114 221.079.424	- 4
A3.6101		2017	2,251,437	2.251.437	0%	64.42	61.36	6%		47,786,817	-2.753.820	- 4
A3.bi	gasoline diesel oil		666.074	666.074	0%	371.66	163.30	-55%			138.787.459	-54
A3.51	gasoline		6.315			158.22	160,11					
A3.bii	diesel oil		154.258	154.259		384,71	102,69				43.504.215	
A3.5H	diesel oil		51.634	51.634		309.76	263,53		15.993.526			
Азьіі	diesel oil		585.186			171,18	172,10		100.173.337			
A3.biv	gasoline		18.497	18,497		89,66	184,61		1.658.558	3.414.767		
A.3.b TOT		2018	2.180.993						470.758.206			
A3.bi	gasoline		704.691	704.691		62,30	68,45					
A3.61	diesel oil		663.841			345.01	165,07				119.983.106	
A3bii	gasoline		6.683	6.683	0%	146,08	153,25		976.219	1.024.160	-47.931	
A3.51	diesel oil		159,183	159,183		347,42	101,90				39.081.890	-71
A3.bii	diesel oil		52,939	52,939	0%	274,41	247,81			13.118.578		
A3.6H	diesel oil		595.913	595.913	0%	153,35	169,17			100.809.376		
	and the second s		18.750	18,750	0%	85,05	186,83	117%	1.613.450	3.502.941	-1.889.491	117
A 3.biv A 3.b TOT	gasoline		2.202.000		0%				437.268.744			3

Adjustment details for 2010

			/	Ictivity Dat		- Impili	ed Ereission	Factor		NO ₂ Emi	ssions	
NFR Code	Fuel		current in []	adjusted . Lij	difference in [5]	current is p	botsujbe. [LT/g:	difference in [5]	current	adjusted in [kg]	adjustment	difference in [5]
		рьбаз	13.686	13,686	2%	584.75	614,25	-12%	7.995.090	6.986.917	-959.143	-12%
		Ears 1	26.661	76,661	4%	338.50	207,71	-30%	25.915.925	18,199,262	-7 716 663	-30%
		Ewe 2	95.425	96.425	15	172.05	135.00	-22%	15.590.020	13.020.026	-3 569 995	-225
		Ears 3	133,139	133,139	PN	58.51	70.18	20%	7,790,384	9.343.433	1.553.129	205
	Gasaline	Ears 4	444.991	444.001	PN I	42.27	42.19	0%	18.811.389	18,773,529	-37.858	05
		Ears 5	31,234	31,234	ES .	18.61	42.19	127%	581.142	1,317,737	736.595	1275
		Euro 6	0	0	15	25.08	42.19	62%	2	3	4	625
14381.		Gasoline total	795.957	795.957	85	97,55	64,99	.135	77.641.042	67.650.906	.9.993.935	.131
Passenger		pr-Euro	1.915	1.915	25	318.13	264.95	-15%	683.790	687.256	-96 505	-165
Cars		Ears 1	10.338	10.338	25	296.62	295,17	-11%	3 066 428	2 741 307	-325 121	-113
		Ewe 2	50.068	50.068	25	406.90	219,19	41%	20.372,795	10.974.210	-9 398 584	-465
		Ears 3	134.025	134.025	PN	542.04	178.54	41%	72,646,173	23.929.276	-48,718,957	-675
	Diesel Oil	Ears 4	279.154	279,154	ES.	384.37	140.58	-43%	107,299,100	29,243,811	-68,855,349	-635
		Ears 5	\$3.547	\$3.547	es.	434.70	140.58	-65%	23.276.735	T.52T.706	-15.745 829	-605
		Euro 6	304	304	PS 1	267,62	140.58	-45%	85.044	46.953	-39 891	-455
		Direct oil tatal	529,300	529,300	65	49.6	160,51	-675	227.341.096	M.970.461	10,370,635	621
		PCs Total	1.125.117	1.105.117	65	210.12	115,16	.50%	364,985,938	152.621.367	.152.364.578	.501
		pa Eura	1,249	1,249	0%	627,09	645.95		783.320	806.871	23.651	
			367									
		Ears 1		367	P%	861,05	297,39	-85%	306.969	186.020	-200.950	-855
		Ears 2	1.383	1.383	PN	264,75	184,41	-30%	368.848	256.917	-111.931	-305
	Gaseline	Ears 3	886	895	PS	82,47	90,63	10%	70.631	77.625	6.994	105
		Ears-4	2.420	2.420	PS	36,32	44,50	24%	87.987	185.679	20.772	245
		Ears 5	49	49	P5	15,34	44,90	193%	TSO	2.240	1.458	1935
		Ears 6	° 0'	0	85			0%		0		01
Light Duty		Gosoline total	6.325	6.325	85	255,87	254,75	-16%	1.618.432	1.358.328	-268.104	-161
Vehicles		he Ene	4.876	4,876	8%	425.99	306,79	-29%	2.077.142	1.495.903	-681.239	-285
(LOVs)		Eare 1	5.989	5.989	PN	395,59	215,24	-45%	2.369.098	1.289.030	-1.080.069	-465
		Euro 2	13.126	13,125	PN .	336,76	153,10	-43%	4.420.380	2.534.731	-1.885.629	-635
	Diesel Oil	Eare 3	33,249	33.249	PN	531,01	150,58	-72%	17.685.883	5.086.750	-12.648.123	-725
		Ears 4	54.581	54.581	45	491,42	85,69	-82%	26.621.636	4.640.722	-21.901.114	-825
		Ears 5	1.629	1.629	P5	427,50	80,69	-79%	696.296	164.434	-651.772	-795
		Ears 6	0	0	4%	161,73	88,69	-42%	7	4	-J	-42%
		Diesel oil tatal	113,450	113,450	65	416,34	134,96	-72%	\$4,040,533	15.311.584	-38,728,949	-721
		LDVs Total	119,775	119,775	65.	464,70	139,18	-70%	\$5,658,966	16.649.913	-38.989.853	-789
		pre-Euro	3.382	3.382	4%	1086,25	1029,78	-6%	3.674.087	3.452.644	-221.423	-65
		Eart	2.826	2.825	FN	748,41	752,14	0%	2.117.871	2.125.585	7.723	05
14388.		Eart I	10.152	10.152	45	801,86	643,47	-20%	8.140.119	6.532.243	-1.607.906	-205
leavy Duty		Ears II	15.090	15.090	05	633.22	457,25	-20%	10.065.775	7.259.299	-2.797.967	-205
Vehicle:	Diesel Oil	Ears N	5.461	5.461	0%	441.63	361,05	-22%	2.450.016	1.921.527	-628.409	-225
Beses		Ears V	10.326	10.325	4%	337,28	182,30	-40%	3.482.417	1.982.544	-1.699.873	-461
		Ewa M	0	Ó	2%			0%	8	¢.		05
		Beses Total	48.044	48.044	0%	623,00	482,55	-275	29.931.266	23.183.732	-6.242.534	-271
		pre-Euro	10.185	10.185	15	1040.15	787,37	-25%	10.510.623	T.754.138	-2.758.488	-265
		Ears I	5.677	5.677	ES.	758.59	575.55	-23%	4,261,383	3,257,601	-993 792	-235
A3bH-		Earl I	38,588	38,588	ES .	017.62	524.79	-32%	31,525,526	20,234,619	-11,290,907	-303
leavy Duty		Ears II	158,903	158,903	15	636.20	374,48	-41%	101.125.182	\$9,517,271	-11.608.921	-113
Vehicle:	Desel Oil	Ears N	69.635	69.635	15	398.94	290.02	-30%	27.183.067	20.166.635	-7.817.202	-265
Trucks &		Ears V	283.934	283.934	15	276.62	151,85	-45%	78.640.643	43.115.897	-05.424.746	-451
Lorries		Ewa M	Ó	Ó	15		101,000	0%		Ď		CA.
		Trucks Total	566,741	566,741	65	446,67	271,83	-395	253.148.243	154,056,160	-99.092.083	-391
		110CB 1000	7.973	7.973	15	122.00	149.16	-38%	210,140,245	1,189,303	216.552	-381
			5,231	5,231	IS IS	122,00	185,74	34%	647,479		218.502	345
A3bir -		Ears 1								867.039		
Motorised		Ears 2	3.587	3.587	05	541,95	194,21	30%	506.362	686.661	190.309	305
Two- Wheelers	Gasoline	Ears 3	2.900	2.900	05	39,11	194,21	201%	114.190	56T.002	452.834	2075
(M2Wh)		Ears 4	0	0	2%			0%		0		01
(as and		Ewa 6	0	Ó	4%			0%		¢		65
		M2Ws Total	19,712	19,712	85.	113,68	168,43	485.	2,240,749	3.320.034	1.079.285	481
		WORKS LOOP	10.116	10.116	414	110,00	100,00		E.E.W.147		1,419,209	

			1	Ictivity Dat		Impli	ed Ereission	Factor		NO ₃ Emi	ssions	
NFR Code	Fuel		CUITERS	adjusted	difference	CUTIENT	adjusted	difference	Current	adjusted	adjustment	difference
			in (i	u i	in [N]	in ji	(LT/g	in [N]		in [kg]		in [5]
		ребиз	13.053	13.053	2%	592,06	634,68	-10%	7.729.235	6.979.435	-748.801	-10%
		Ewa 1	61,979	61,979	PK	347,86	240,16	-31%	21,560,430	14.984.951	-6.675.479	-01%
		Ewe 2	87.083	87.083	PN	179,38	136,68	-24%	15.620.983	11,883,792	-3.727.191	-24%
	Gaudine	Ewe 3	124.330	124.330	PN .	61,64	71,52	16%	7.663.891	8.881.671	1.227.780	165
		Ears 4	442.185	442,185	PN	43,84	43,68	0%	19.384.914	19.316.439	-58.476	05
		Ears 5	65.057	65.057	PS	18,58	43,68	135%	1.227.301	2.885.636	1.058.255	1355
		Ears 6	1	1	- PS	25,00	40,68	60%	17	20	11	605
14361.		Gasoline total	754.688	754,688	65	92,09	81,61	.115	73,185,851	64.851.951	8.333.908	.111
Passenger Cars		pe6as	1.711	1.711	85	318,90	264,95	-15%	631,983	453.197	-78.606	-168
Cars		Ewa 1	8.426	8.426	0%	297.32 407.03	295,85	-11%	2,605,115	2.239.997	-265.119	-115
		Ewa 2	42.614	42.614	0%		219.27	-45%	17.384.549	9.321.916	-7.982.834	-465 -655
	Diesel Oil	Ears 3	121.429	121.429 264.943	PN	555,36	178,55	-43%	87.437.053	21.681.386	-45.755.887	
		Eart 4 Eart 5	254.943 113.847	204.943	PS	358,98	143,46	-62%	49.535.965	35.089.755 95.332.974	-54.808.846 -33.203.994	-635
		Euro S	685	635	15	258.59	143,46	-47%	100.582	10.332.574	-33 203 594	-675
		Direct oil tatal	553,564	553,564	15	404.12	159.32	-42%	249,313,791	00.130.959	.152.174.832	-423
		PCs Total	1.348.252	1.348.252	15 E	212.52	113,47	.515	313.499.642	152,990,910	.160.508.232	.511
		po Euro	1.084	1.084	1% 1%	429.25	645.95	-37%	682.274	780.378	18 099	
		Erra 1	283	283	15	858.74	384.47	-8176	243,289	86.158	-157,132	-855
		Ears 2	1,164	1,164	15	268.66	191,68	-25%	310.529	223.189	-87,340	-205
		Ears 3	713	783	PS I	85.97	95.39	115	67.320	74,782	7.351	115
	Gaseline	Ears 4	2.562	2.562	15	37.38	46.51	24%	95,785	119.162	23.376	245
		Earn 5	201	241	15	16.10	46.51	180%	3.082	11.190	7.308	1805
		Ears 6	0	0	15	15.00	46.61	282%	1	3	2	2935
14356.		Gosoline total	6.118	6.118	85	229.35	198,57	.13%	1.401.001	1,314,776	.188.305	.171
Light Duty		po.Euo	3.995	3.995	15	425.09	306.79	-29%	1 698 290	1,225,682	472.998	-265
Vehicles (LOVs)		Ewe 1	4.787	4.787	PN-	395.71	215.24	45%	1.894.390	1.030.425	-863 525	-465
[rows]		Earn 2	10.818	10.815	15	338.90	155,25	-42%	3,644,582	2,091,063	-1.953.530	-435
		Earn 3	25.575	25.575	15	541.53	150.54	-72%	15.637.249	4.345.870	-11,220,379	-725
	Diesel Oil	Euro-4	60.832	60.832	15	493.82	89.25	-42%	30.039.914	5.429.811	-24.610.104	-825
		Ears 5	6.659	6.659	15	448,05	89,26	-80%	2.930.190	584.364	-2.335.836	-80%
		Ears 6	0	0	4%	166,21	89,25	-43%	14	8	-6	-43%
		Diesel oil tatal	115.967	115,967	65.	481,55	126,92	-745	55.844.518	14,718,142	41.126.376	-741
		LDVs Total	122,085	122,085	65	468,52	130,54	-72%	\$7.247.599	15.932.918	-41.314.681	-125
		pre-Euro	2.620	2.620	PN	1082,69	1015,78	-87%	2.835.189	2.671.301	-164.778	-85
		Eart	2.255	2.255	FN	752,91	751,40	0%	1.699.787	1.686.297	-3.410	05
14358.		Ears I	9.074	9.074	PS	804,57	643,36	-20%	7.297.125	5.837.969	-1.453.156	-205
Heavy Duty	Desel Oil	Ears II	14.007	14.007	PS	633,96	457,38	-20%	9.425.690	6.089.064	-2.616.827	-205
Vehicle:	Deeper Cri	Ears N	6.131	6.131	P5	448,00	361,01	-22%	2 363 339	1.085.274	-498.064	-22%
Beses		Ears V	13.396	13.396	9%	336,60	182,62	-46%	4,689.062	2,446,399	-2.062.663	-465
		Ewa VI	0	Ó	P%			0%		¢		05
		Beses Total	47,365	47,365	65	592,65	448,99	-245	28.071.221	21,296,323	-6.804.898	-241
		pre-Caro	8.044	8.044	PN-	1038,87	783,88	-26%	8.385.423	6.144.903	-2.210.491	-26%
		Ears I	4.384	4.384	PN .	758,96	574,04	-25%	3.288.422	2.5%377	-772.844	-235
1.A.3.b H - Heavy Duty		Ears I	29.277	29.277	PS	017,07	520,31	-36%	23.947.723	15.233.223	-8.714.429	-365
Vehicle:	Desel Oil	Ears II	121.581	121.581	05	635,56	372,68	-41%	77.271.520	45.312.437	-31.953.004	-815
Trucks &		Ears N	58.430	58.430	9%	390,26	289,48	-36%	22.977.764	16.989.685	-6.068.019	-265
Lorries		Ewa V	342.175	342.175	0%	279,30	162,00	-49%	95.569.479	62.019.687	-43.549.793	-46%
		Ewa VI	0	0	4%			0%		0	1	05
		Trucks Total	563,891	563,891	65	410,38	244,97	-40%	231,410,271	138,136,342	-83.273.529	-481
		pre-Caro	7.389	7.389	PN	122,96	150,24	22%	968.598	1.110.178	201.580	225
A3bir-		Ears 1	4.885	4.885	PN IN	124,72	165,25	35%	589.299	888.547	209.248	355
Motorised	-	Euro 2	3.544	3.544	PS	137,85	194,58	415	488.552	689.683	201.851	415
Two- Wheelers	Gaudine	Ears 3	3.580	3.580	PS	39,59	194,58	382%	140.553	680.834	550 200	3025
(M2Ws)		Ears 4		0	P5			0%		0	:	01
		Earl 5	0		0%	118.79	174.04	0%	2,137,082	3,299,162	1.152.158	05
		M2Ws Total		19,289	65		171,04					641
Alb. Box	Transport	Total	2,100,083	2,100,883	85	305.00	157,85	485	612.365.736	301.625.655	300,740,801	-485

6/12

ment details for 2052 Factor differences in [N] -12% -31% -25% 14% -1% 162% -7% Activity arrent addra in [1,4] 11.641 47.447 72.141 188.443 488.443 188.443 188.443 188.443 188.443 188.443 188.443 188.443 188.443 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 188.541 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1.420.905 4 .145.859 .376.961 .458.528 .1.212.553 .5.454.129 24.821.453 .4.811.555 .24 1.A.3.b ii Light Duty Vehicles (LOVs) 5.467 3.291 3.696 8.479 23.785 59.485 15.984 5.457 3.291 3.656 8.479 23.785 59.485 15.984 1426 596 72 13.741.354 1.362 283 937.184 4.997.478 6.589.344 1.975.377 2.787.467 13.296 7.040.461 122 55.166.382 56.344.983 1.410.646 907.475 5.085.891 9.073.197 2.442.179 7.216.663 3.961 85.65 120,17 123,41 1919,45 751,15 643,34 457,51 364,85 182,99 384,33 795,85 570,57 576,43 370,24 280,44 182,32 48 47,365,829 47,576,882 22,700 -1,002,413 -2,403,453 -666,403 -3,421,096 -9,334 -7,577,204 -1,525,730 405,215 -7,116,250 -25,572,472 114.350 120.088 1.325 1.245 7.765 14.463 6.321 20.762 114.350 114.350 129.068 1.325 1.245 7.765 14.463 6.331 20.762 25 LDA's Total pre-Ears Ears I Ears II Ears II Ears IV Ears IV Ears IV Ears I Ears I Ears I Ears I 4% 3% -1% -1% -2% -1% 14356 Vehicle: Bases
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 5.25%
 30.01%

 < 73 50,942 6,922 3,630 23,577 56,726 50,550 405,981 9,300 50.962 1A.3.6 Hi Reavy Det Vehicle: Trucks & Lorries 745,70 818,27 634,65 396,50 291,24 3.630 23.577 96.726 90.660 Ears II Ears II Ears IV Ears IV Ears IV Ears I Ears 1 Ears 1 Ears 3 Ears 3 Ears 4 Ears 5 MONT Total -6.411.723 -62.324.278 2.300 589,585 6.790 4.305 3.267 3.954 0 341,856 -52,764,428 -155,351 -201,435 -121,846 -626,238 2.305 545,545 6.700 4.305 3.267 3.954 384,33 122,76 124,61 136,22 30,66 224,00 151,03 171,35 154,95 154,95 1A3biv Motorises Two-Wheelers (M2Ws) 0% 8% 0% 0 0 0 0 61% 1.962.546 3.165.439 1.202.893 18,268 18,268 907,43 173,38 1.4.3.b - Road To 65 295,79 151,71 616.721.438 316.301.343 330.426.894 675 49%

				ctivity Det			od Ernimion			NO ₃ Emi		
NFR Code	Fuel				difference	CUTIENT	adjusted	difference	CUITERS	adjusted	adjustment	difference
			in (1		in [5]		ų/TJ]	in [N]		in [kg]		in [5]
		ребиз	11,490	11,490	4%	618,22	619,36	-16%	7.011.641	6.967.452	-1.044.099	-16%
		Ewa 1	37,743	37,743	4%	363,78	241,88	-32%	13.352.906	9.129.405	-4.223.501	-32%
		Ewe 2	62,680	62,680	4%	188,93	139.33	-27%	11.889.922	8,722,244	-3.167.678	-27%
	Gaustine	Ewe 3	97,792	97,792	9%	65,38	73,19	10%	8,481,618	7.156.920	665.303	105
		Ears 4	397.911	397.911	9%	47,22	46,52	-1%	18,790,345	18.589.937	-258.407	-15
		Eare 5	138.863	138.863	- PS	18,60	46,52	150%	2.583.150	6.459.681	3.876.451	150%
		Ears 6	2.7%	2.716	- 15	25,99	46,52	79%	70.526	126.237	55.711	795
1A3bi.		Gasoline total	749.116	749.116	65	88,35	74,85	.25	60.190.067	56.071.797	4.118.211	.71
Passenger		рьела	1.389	1,089	4%	312,26	264,95	-16%	433.981	369.139	46.742	-165
Cars		Ewa 1	6.625	6.625	0%	298.42	296,79	-11%	1.678.472	1,680,688	-177.894	-11%
		Ewe 2	28.437	28.437	0%	406.64	219,91	-45%	11.563.522	6.253.531	-6.309.991	-465
	Diesel Oil	Eare 3	52,795	52,795	9%	574,33	178,67	-89%	53,294,995	16.579.373	-36.715.583	-89%
	Liese us	Ears-4	222.583	222.583	45	390,55	149,27	-62%	87.598.471	33,225,566	-54.372.905	-62%
		Ears 5	233,796	233,765	- PS	435,42	149,27	-86%	101.787.275	34.884.768	-56.892.507	-66N
		Euro-6	4.536	4.536	0%	268,53	149,27	-42%	1.177.151	671.045	-508.106	-65
		Diesel oil tatal	589,131	589,131	65	437,54	150,71	.645	257.533.728	\$3,499,010	.164.804.718	
		PCs Total	1.338.245	1.338.245	65	217,42	111,37	-53%	317.723.735	149.570.806	-168.152.828	.571
		No Ena	897	897	4%	630,81	645.95	2%	568.320	679.293	10.894	25
		Ewe 1	154	154	4%	863.50	386.27	-85%	167,261	59.326	-107.535	-855
		Euro 2	836	835	9%	214,42	291,18	-21%	229.520	168,295	-61.258	-27%
	Gasaline	Euro 3	784	714	4%	92,66	101,70	10%	72.691	79,780	7.859	105
	Coassenine	Ears 4	1.089	1.699	- 95	40,70	45,89	20%	77.284	92.833	15.549	205
		Ears 5	966	966	- 65	16,67	40,09	193%	15.187	47,240	21.141	1935
		Ears 6	1	1	0%	17,60	40,09	170%	26	72	46	1705
1A368 -		Gasoline total	5.578	5.578	65.	202,80	184,07	.9%	1.131.209	1.026.727	.104.482	.51
Light Duty Vehicles		Bargina (2,754	2,754	4%	434.37	306,79	-28%	1,168,757	844.928	-323 828	-285
(LOV)		Ears 1	2,948	2,948	9%	395,75	215,25	-45%	1,166,782	634.586	-532.138	-46%
		Euro 2	6.982	6.982	9%	338,62	193,35	-42%	2.345.147	1.380.014	-896.133	-425
	Diesel Oil	Ears 3	20.421	20.421	0%	568, 12	150,38	-73%	11.437.995	3.070.913	-8.367.882	-735
	Dese Oil	Ears 4	\$5.0ET	55.007	0%	497,72	90,45	-42%	27.775.440	5.048.416	-22.728.824	-425
		Ears 5	29.034	29.034	4%	441,97	90,45	-80%	13.101.305	2.687.964	-10.403.361	-80%
		Ears 6	41	41	4%	161,28	90,45	-40%	6.169	3.688	-2.479	-40%
		Diesel oil tatal	118,777	118,777	65.	498,60	114,90	-76%	\$7,083,533	13.650.488	-43.433.845	-765
		LDVs Total	124,354	124,354	65	468,14	118,00	-79%	58,214,742	14.677.215	-43.537.527	-191
		ps-Ess	1.172	1,172	4%	1056.08	1015,23	-4%	1,249,028	1.194.143	-54.835	-4%
		Eart	1.054	1.054	PN	727,68	750,99	3%	765.620	791.181	24.961	35
14388.		Ears I	6.884	6.884	4%	764,07	643,48	-10%	5.334.965	4.378.271	-856.637	-105
teavy Duty		Ears II	13.107	13.107	0%	631.43	457,65	-21%	8.262.680	5.998.226	-2.264.575	-275
Vehicler	Diesel Oil	Ears N	4.946	4.946	4%	468,55	361,71	-34%	2.278.061	1.739.786	-638.354	-24%
Beses		Ears V	34.096	31.095	4%	358,08	183,46	-49%	8.435.583	4.420.743	-4.014.761	-405
		Ewa VI	637	637	4%	44,76	183,46	310%	34.047	98.572	74.625	3105
		Buses Total	51,716	51,716	8%	508,54	380,05	-295	25.350.969	18.620.843	-7.730.126	-291
		pre-Euro	5.863	5.863	4%	1035.72	737,35	-29%	6.072.170	4.322.868	-1.748.303	-295
		Eart	2.985	2.985	FN	748,27	565,27	-24%	2.176.846	1.680.969	-525.877	-245
1A36H-		Ears I	15.444	15.444	0%	010,57	5/(3,46	-37%	15.089.861	9.469.975	-5.619.856	-375
feavy Duty		Ears II	75.130	75.130	0%	630,53	367,30	-42%	47.587.440	27.587.790	-19.999.608	-635
Vehicle: Trucks &	Desel Oil	Ears N	42.781	42.781	4%	396,90	267,27	-37%	16.936.007	12,289,770	-4.647.837	-27%
Lorries		Ears V	436.999	436,999	4%	291,70	152,65	-45%	123.101.334	66,786,496	-56 394 827	-465
		Ewa M	18.020	18.020	4%	60.67	152,65	201%	913.082	2,750,630	1.837.549	2015
		Trucks Total	680.139	600.139	85	353,06	297,90	-415	211.887.531	124,788,469	-87.099.062	-411
		pre-Euro	6.382	6.352	0%	123.07	151,79	23%	781,736	964.179	152.443	235
UA3.biv-		Euro 1	4.013	4.013	15	125.11	173.15	35%	582.073	684.880	192.807	385
Motorised		Euro 2	3.382	3.382	15	132.24	195,58	40%	435.668	645.884	209.136	405
Tere	Gaustine	Ears 3	4.542	4.582	45	39.01	195,58	201%	181.610	082.175	718.555	3915
Wheelers		Ears 4	0"	0	15			016		0		01
(M2Ws)		Ears 6	- or		4%			ond		ő		01
		M2Ws Total	18.229	18.229	85	104.34	175,38	6875	1.962.088	3,197,638	1,294,951	681
				10.000								

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				Activity Dat		legell.	ed Emission	Earter		NO, Emi	anicen a	
NFR Code	Fuel		current in [adjusted	difference in [5]	CUTIENT	adjusted [LT/g/	difference in [5]	Current	adjusted in [kg]	adjustment	difference in [5]
		peGas	11.647	11.647	0 pg 0%	612.37	G64,11	-11%	7.132.689	6.307,464	-7% 844	-115
		Ewa 1	30.667	30.667	45	368,77	242.90	-32%	11.002.246	7.480.541	3.621.705	-324
		Ewa 2	63,485	53,485		196,58	140,31	-29%	10.514,477	7.684.432	-3.010.044	-295
		Euro J	87,374	87,374	65	68.31	73.90	1%	6.055.588	6,459,797	404,218	75
	Gasaline	Ears 4	387,759	387,799	65	45.15	47.80	-3%	13,053,585	15.535.009	-523.557	-35
		Euro 5	171.278	171.278	05	18.59	47.80	157%	3.163.292	8.187.581	5.004.209	1575
		Euro 6	10.315	10.315	05	25,97	47,00	H5	267.050	483.098	225.240	045
14351.		Gasoline total	752.526	752.526	65	76,03	73,09	.45	\$7,215,533	54,998,921	3.316.612	-41
Passenger		ребиз	1.941	1,941	4%	311,73	264,95	-19%	417.967	366.246	42,722	-68
Cars		Ewe 1	4.982	4,992		298.92	267,29	-11%	1,462,284	1.307.043	-155.161	-113
		Ewe 2	23.934	23.934		406,71	220.45	-45%	9,734,484	6.276.400	-4.458.884	-965
	Diesel Oil	Eare 3	82,749	82,749		585,53	178,81	-82%	48.451.830	14.795.245	-33.855.585	-695
		Ears 4	211.237	211.237	PN	397,27	151,77	-62%	83.917.680	32.059.973	-51.857.706	-625
		Ears 5	285.811	285.811		436,38	151,77	-65%	124.721.395	43.378.300	-81.343.896	-655
		Euro 6 Dissel oli tatal	15.081	15.081	15	253,34	151,77	-415	4.170.580	2.440.686	-1.729 814	-115
		PCs Total	1.328.521	1.328.521	175.	218.44	112,12	.515	330.091.594	154,612,813	.175.478.281	.57
		PCS Total pro Euro	1.3/8.5/1	1.3/8.5/1	1% 1%	434.74	645.95	-576	568 683	678,724	-1/3.4/6.261	ne. 8
		Ern 1	173	173		868.27	389.96	-64%	150.074	53.575	-96.499	-643
		Ears 2	145	148		254.73	287.11	-21%	212,868	154,839	-58.829	-275
		Euro 3	771	771	15	58.62	105.21	1%	75.982	81.070	5.078	75
	Gaseline	Euro 4	1.067	1.067	15	43.47	50.15	15%	81.139	\$3.6%	12.479	105
		Earn 5	1.374	1.374		17.11	50.15	193%	23.617	60.910	45.401	1935
		Ears 6	17	17	05	18.00	50.15	179%	312	870	667	1795
1.4.3.6.6		Gosoline total	5.845	5.845	6%	198,34	176,49	25	1.112.584	1.001.612	.86.872	.21
Light Duty Vehicles		no-Eno	2.637	2.637	0%	429.16	306,79	-27%	1.065.819	778,259	-287 558	-279
(LOV)		Ears 1	2,588	2,588	0%	390.62	215,25	-45%	987,136	539,808	-447.328	-465
		Euro 2	6.087	6.007	FN	338,61	153,25	-42%	1.985.995	1.160.869	-825.125	-425
	Diesel Oil	Ears 3	18.220	18.220		571,75	150,58	-74%	10.417.075	2,742,056	-7.675.020	-745
		Ears 4	\$2.361	52.361		499,70	91,09	-12%	25.164.485	4.789.746	-21.394.748	-825
		Ears 5	45.749	45.749		438,44	91,09	-79%	20.496.234	4.250.526	-16.207.708	-795
		Ears 6	157	157	0%	161,18	91,09	-40%	29.929	17.974	-11.855	-40%
		Diesel oil tatal	128.578	128,578	65	415,56	110,96	-77%	61.146.575	14,267,237	-46.879.338	-771
		LDVs Total	134,423	134,423		463,16	113,81	-795	62.299.160	15,298,849	-46.968.311	-191
		pre-Euro	984	984	9%	1069,48	1019,23	-05	1.052.384	1.082.921	-49.443	-85
		Earol	5,586	837		728, 12	750,98 643,67	3% -10%	689.232	628.359	18.127	-105
A3bH.		Eara II Eara II	11.221	5.586	PS PS	764,95	450.30	-10%	4.394.325 7.082.745	5.143.528	-790.857	-100
Reavy Duty Vehicles	Desel Oil	Ears N	4.279	4.270		461.10	361.79	-21%	1.972.610	1.584.970	-467.632	-245
Bases		Ears V	22.042	22.042	45	368.66	182.99	-40%	7,726,921	4.055.532	-3.671.399	-40
		Ewa M	4.182	4.182		42.78	183.99	330%	178,913	789.476	690 563	3304
		Buses Total	49.143	49.143	85	468.37	309,99	-275	23.017.115	16,788,234	4.308.881	-271
		p+2#1	4,782	4,782	1%	1034.34	737,38	-29%	4.945.942	3.525.808	-1.428.134	-255
		Ears I	2.285	2,285		748.66	581,41	-25%	1.650.685	1,237,759	-412.848	-255
A3bH-		Ears I	13.629	13.629	05	817,90	510,38	-30%	11.145.889	6.965.738	4.191.131	-385
leavy Duty		Ears II	54.685	54.685	65	612,52	364,41	-42%	34.589.677	19.927.835	-14.661.841	-625
Vehicle: Trucks &	Desel OI	Ears N	36.037	36.037	65	396,37	286,34	-20%	13.491.199	9.711.896	-3.779.262	-201
Lorrise		Ears V	369.263	369.263	0%	202,92	153,05	-46%	110.112.782	59.568.043	-50.544.749	-465
		Ewe VI	74,214	74,214	0%	60.06	153.05	189%	3.937.089	11.358.542	7.421.413	1895
		Trucks Total	572,754	572,754		314,05	196,05	-38%	179,874,133	112,285,582	-87.588.551	-387
		be-gas	6.185	6.165	8%	122,65	158,04	29%	796.185	974.368	218.162	295
A3bir -		Ears 1	3.837	3.637		124,71	174,84	40%	478.514	670.859	192.346	405
Motorised		Ears 2	3.365	3.365		121,94	196,25	52%	433.874	660.378	226.504	525
Two	Gasoline	Ears 3	5.385	5.365		39,63	196,25	396%	209.722	1.001.109	801.467	3965
(M2Ws)		Ears 4	0	0	0%			0%		0		01
(Jonnie)		Eara 6	0	0			100.00	0%		0	0	01
		M2Ws Total	18.673	18.673	8%	100,59	179,34	785	1.878.294	3.346.794	1.468.499	381
A.J.b. Road	Transport	Total	2.153.563	2.153.563	65	217,27	140,35	-495	597.120.297	302,252,271	294.868.825	-491

				Activity Data			od Ereission			NO ₂ Emi		
NFR Code	Fuel		CUTHER		difference	CUTIENT	adjusted	difference	CUTER	adjusted	adjustment	cifforen :
			in [in [5]		ų/TJ]	in [5]		in [kg]		in [5]
		рьбаз	11.380	11.080	2%	630,23	644,11	-14%	7.206.112	6.191.942	-1.014.168	-1
		Eara 1	24,112	24,112	4%	371,34	245,71	-34%	8.953.981	6.924.674	-3.829.228	-34
		Ewa 2	42,925	42.925	0%	207,78	142.09	-32%	8.918,785	6.099.059	-2.819.646	-3
		Ewe 3	72,871	72,871	PN	73.85	74,74	1%	5.381.351	5.446.237	64.887	
	Gasoline	Ears 4	353,474	353,474	15	52.30	49.02	-67%	18,485,637	17.326.221	-1.158.416	
		Ears 5	180.783	180.783	PS .	12.11	49.02	157%	3,454,481	8.861.456	5.406.575	15
		Ears 6	29.612	29.612	15	25,70	49.02	84%	790.781	1,451,403	650 793	5
14381.		Gasoline total	715,156	715.156	65	74.38	71,23	.45	53,190,787	51,300,983	.1.805.805	
Passenger		pr-Euro	1,282	1,282	4%	318.32	264.95	-10%	367.917	309,733	-68.194	-1
Cars		Ewa 1	4,219	4,219	85	299.14	267,84	-10%	1,261,930	1,129,909	-132 821	
			19.689	19.689	15	407,00	220.36	-45%	8.013.587	4.338.719	-3.674.788	- 2
		Ewa 2	71.044	71.044	15	595.01		-40%				
	Diesel Oil	Ears 3					179,04		42.271.648	12.719.962	-29.551.685	
		Ears 4	152,410	152.410	PN .	401,42	154,07	-62%	77.237.685	29.644.450	-47.593.206	-4
		Ears 5	384.346	364.346	PS	434,67	154,07	-65%	132.290.483	45.880.424	-85.400.058	-6
		Ears 6	\$2.576	\$2.576	- 1%	258,76	154,07	-41%	13.657.082	0.180.384	-6.556.778	-1
		Diesel oil tatal	645.565	645.565	65	426,19	159,88	.635	275.130.233	183,163,591	.171.966.732	, s
		PCs Total	1.360.721	1.368.721	8%	241,28	113,52	-53%	328.321.020	154.464.484	.173.856.536	4
		ра Ена	879	879	2%	664,37	645.95	-1%	675.380	667,977	-7.404	
		Ears 1	150	160	15	895.63	311.90	-85%	134,623	46.851	-87.672	-4
		Ewe 2	629	629	FN	298.27	212.94	-22%	187,533	133,879	-53.854	.2
		Ears 3	711	701	15	105.50	188.62	3%	73.969	76.155	2,156	
	Gaseline	Ears 4	1,720	1,720	15	47.06	51.30	2%	80.955	85,245	7,290	
		Euro S	1.620	1.630	15	18.41	\$1,30	179%	29.012	63.006	63.274	17
		Euro 6	54	54	15	18,71	61.30	174%	1.762	4.004	3.862	17
A358.			5,783	5,783	Ph	107,12			1.063.907	1.080.999	32.528	10
ight Duty		Gosoline total					172,88					
Vehicles		he-Ene	2.323	2.323	9%	416.01	306,79	-26%	966,185	712.601	-253.654	3
(LOVs)		Ewe 1	2,105	2,105	PN	391,47	215,25	-45%	824.270	453.227	-371.843	-
		Euro 2	5.025	5.025	PN	324,81	193,29	-40%	1.632.296	971,296	-650 529	-
	Diesel Oil	Ears 3	15.701	15,701	PS	588,35	150,67	-74%	2.112.414	2.365.713	-6.746.701	-7
	Contract Cont	Ears 4	47.480	47.480	0%	501,73	91,74	-82%	23.782.396	4.348.298	-19.434.898	-4
		Ears 5	62.116	62.116	0%	406,10	91,76	-79%	27.090.214	5.680.295	-21.392.809	-7
		Ears 6	636	636	4%	154.01	91,74	-40%	\$7.759	58,230	-09.528	
		Diesel oil tatal	135.386	135.306	65	468.35	107,95	.77%	63,585,643	14.687.490	48.897.953	
		LDVs Total	141.098	141.098	65	457,76	110,62	-76%	64,589,370	15.688.490	48.980.881	
		pre-Euro	979	979	15.	1070.34	1015.23	-8%	1.048.312	558.255	-50 858	
		Eart	TAL	TAT	15	730.26	751.91	3%	545.471	581.636	16.165	
		Earl I	5,211	5,211	es.	787.43	544.45	-10%	4.103.607	3.355.604	-745.053	-
A3bH.								-10%				3
leavy Duty Vohicle:	Diesel Oil	Ears II	11.282	11.282	PS IV	633,00	458,67		7.141.732	5.174.909	-1.966.822	
Beses		Ears N	4.586	4.586	0%	468,70	361,99	-25%	2.154.086	1.614.177	-636.829	- 2
		Ears V	34.257	24.257	0%	368,77	184,69	-49%	8.727.068	4.477.641	-4.349.427	4
		Ewa VI	6.224	6.224	0%	60.18	184,59	247%	277.642	964.225	686.684	24
_		Buses Total	\$2,207	\$2,287	6%	458,56	327,99	-295	23,997,817	17,149,448	416.848.379	
		he-gas	4.319	4.319	PN	1034,69	737,38	-29%	4.468.571	3.184.428	-1.284.143	-2
		Ears1	1.883	1.853	PN	748,71	553,48	-26%	1.367.291	1.025.551	-361.740	-2
A3bH-		Ears I	11.082	11.082	PS	817,98	587,98	-35%	9.072.840	5.633.460	-3.439.381	-3
leavy Duty Vehicle:	Desel Oil	Ears II	43.481	43.481	PS	631,55	361,64	-43%	27.460.779	15.724.631	-11.736.147	-4
Trucks &	Creater Oil	Ears N	29.233	29.233	15	396,88	283,72	-20%	11.672.060	0.294.100	-3.278.768	-2
Lorries		Ears V	329,726	329,726	0%	264, 17	153,48	-46%	93.413.973	50.456.496	-42 967 477	
		Ewa M	120.797	120.767	2%	67,49	153,48	167%	9.813.354	26.292.007	16.388.684	16
		Trucks Total	585,411	585,411	85	264.69	187,51	-365	157,189,675	110.520.783	-01.058.913	
		pre-Caro	5.744	5.744	05	125.41	157,28	25%	720.441	983.470	183.828	2
		Ears 1	3.517	3.517	in in	127.40	176.22	30%	445.085	619,819	171,733	3
A3ble -								30%				
Motorised		Ears 2	3.382	3.382	PS	127,36	196,93		430.680	685.965	235.306	5
Two	Gasoline	Ears 3	5.011	5.011	0%	40,29	196,93	389%	234.126	1.164.415	910.209	38
Wheelers		Ears 4	4	4	0%	16,96		-180%	69	804	736	106
(M2W4)		Ewa 6	0	0	0% -			0%		0		
		M2Ws Total	18,459	18,459	65	99,32	180,65	82%	1.833.382	3.334.472	1.501.898	8

8/12

Adjustment details for 2006

			1	ctivity Dat	8	Implic	od Ereission	Factor		NO ₃ Emi	ssions	
NFR Code	Fuel			adjusted	difference	CUTIENT	adjusted	difference	CUTER	adjusted	adjustment	difference
			in (in [5]		g/TJ]	in [5]		in [kg]		in [5]
		ребиз	11.782	11,782	0%	634,75	644,11	-14%	7.478.914	6.410.967	-1.067.967	-141
		Ears 1	20.270	20.270	0%	372.26	241,68	-05%	7.645.483	4.099.000	-2.646.596	-361
		Ewa 2	36.062	36.062	2%	212,73	143,11	-33%	7.671.591	5.180.887	-2.510.893	-335
		Ewe 3	63.039	63.039	25	28.17	75.50	-1%	4,801,482	4,759,259	-42 233	-11
	Gaspline	Euro-4	334,413	334,413	FN	53,74	50.17	-7%	17,909,904	16,177,445	-1.192.450	-7
		Euro 5	183.374	183.374	15	19.09	50,17	163%	3.500.745	9.199.834	5.009.000	163
			66.332	65.332	15	25.67	50.17	80%	1.768.917	3.327.850	1,558,533	60
		Earth										
14361.		Gasoline total	715.272	715.272	65	70,93	70,65	65	50.736.967	50.535.049	201.918	
Passenger		ребиз	1.280	1.280	65	308,76	264,96	-14%	386.262	309.173	-66.009	-14
Cars		Ewe 1	3,749	3,749	2%	299.38	259,65	-10%	1,122,449	1.011.025	-111.425	-10
		Ewe 2	18.584	16.584	0%	407.19	221,48	-45%	6,720,132	3.663.964	-3.066.168	-47
	Diesel Oil	Ears 3	61.398	61,398	65	802,50	179,24	-70%	38.991.999	11.005.049	-25.958.958	-70
	Dese Os	Eart 4	175.840	175.840	FN	405.78	155,24	-415	71.352.220	21.474.005	-43.878.214	-51
		Ears 5	299.654	299.654	15	433.94	155,24	-64%	130.032.044	45.819.229	-83 212 815	-54
		Euro 6	115.684	116.634	15	268.75	156,24	-40%	30.427.585	10.232.785	-12.194.778	-40
		Direct oil tatal	675.119	675.119	85	411.36	160,75	.615	277.041.660	100.535,230	.168.506.438	.61
		PCs Total	1.390.391	1.390.391	85	235,75	114,41	-51%	327.778.627	159.070.380	-168,208,342	-51
		heEne	910	910	9%	662,79	646.96	-1%	583,788	687,663	-4.225	-1
		Ewe 1	136	136	0%	908,31	312,78	-85%	122,126	42,425	-79.700	-42
		Ears 2	540	540	FN	308,39	217,84	-21%	162.311	117,787	-44.604	-27
		Ears 3	680	680	FN	108,43	111,97	3%	70.432	72,731	2.299	3
	Gaseline	Care 4	1.684	1.684	15	49.06	52.36	1%	78.714	84.003	5.259	7
		Euro S	1.724	1,724	05	19.02	52.36	164%	36.157	90,258	56.108	164
		Euro 6	363	363	45	18.65	62.36	181%	6.764	10.992	12.228	181
14368.			5.996	5.105	15							.5
Light Duty		Gasoline total				\$99,27	171,05	.5%	1.068.292	1.013.678	-54.614	
Vehicles		he-Ene	2,169	2,169	9%	414,87	306,79	-26%	899.848	665.433	-234.415	-26
(LOV-)		Eare 1	1.790	1,790	PN	391,09	215,25	-45%	780.169	385.371	-314.798	-45
		Ewe 2	4.223	4,223	PN	323,43	193,31	-40%	1.365.994	816.452	-548.542	-40
	Discussion (Cal	Ears 3	13.582	13.582	PN	568,91	150,77	-74%	8.084.323	2.049.233	-5.955.890	-74
	Diesel Oil	Ears-4	43.141	43.141	PS	504.48	92,40	-82%	21.763.989	3.986.141	-47.777.768	-82
		Ears 5	74.231	74.231	25	434.10	92.40	-72%	32,223,283	6.050.700	-25 364 903	-79
		Euro 6	4.901	4.901	0%	163.49	92,40	-40%	795.285	454.676	-308 609	-40
		Direct oil total	144.068	144.068	65	416.12	105.62	.775	65,712,732	15,216,007	-50.4%5.726	37
		LDVs Total	145,954	149,994	8%	445.23	108,29	-76%	66,781.025	16.229.684	-50.551.340	-11
		he-gas	891	891	9%	1070,81	1019,23	-8%	954,197	988.234	-45.953	-8
		Ears I	583	583	PN	731,38	752,57	3%	433.675	446.236	12.558	3
14388.		Ears I	4.375	4.375	PS	768,25	645,03	-10%	3.445.614	2.822.021	-626.594	-12
Heavy Duty	Desel Oil	Ears II	10.333	10.333	05	632,67	450,91	-21%	6.539.364	4.741.027	-1.797.536	-27
Vehicler	Dense On	Ears N	4.449	4.449	0%	475,90	362,29	-36%	2.117.210	1.565.001	-660 330	-20
Beses		Ears V	24.390	24,390	8%	366.38	186.22	-49%	8.935.974	4.617.617	-4.418.457	-49
		Eara M	9.126	9.126	85	62.79	185.22	195%	673,066	1.680.401	1.117.336	195
		Buses Total	54.157	54.157	85	494,73	308,24	-27%	23.062.189	16,683,117	6.308.910	-27
		pre-Euro	3.933	3.933	9%	1034,01	737,35	-29%	4.067.249	2.900.319	-1.166.930	-29
		Ears I	1.585	1.585	PN	748,96	587,92	-32%	1.163.462	789.813	-373.569	-32
1A3bH-		Care I	8.876	8.876	PS	817,75	585,52	-30%	7.258.045	4.485.828	-2.771.218	-38
Heavy Duty Vehicle:	Desel Oil	Ears II	36.167	36.167	0%	638,81	360,66	-43%	21.553.200	12.251.155	-9.302.133	-0
Trucks &	Dense Of	Ears N	34.297	26.267	0%	396,94	291,06	-29%	9.640.094	6.845.581	-2.794.893	-29
Lorries		Ears V	259,735	269,735	0%	267,22	153,92	-45%	74,680,233	39.978.610	-04.621.623	-46
201100		Ewa M	261,460	261.460	85	61,77	153,92	149%	16,149,288	40,244,036	24.094.748	1.09
		Trucks Total	554.013	554.013	85	28.31	180,97	-20%	134,431,899	107,496,252	-26.535.637	-20
			5.543	5.543	15	125.59	155,78	24%	696.072	863,299	167,218	-49
		pre-Caro										
1A3biv		Ears 1	3.360	3.360	05	127, 11	177,29	39%	427.113	585.796	168.592	39
Motorised		Ears 2	3.375	3.375	0%	125,04	197,68	50%	421.961	667.078	245.127	50
Two	Gaspline	Ears 3	6.443	6.443	0%	40,30	197,68	391%	259.627	1.273.571	1.013.543	391
Wheelers		Ears 4	65	65	0%	17,47	197,68	1031%	1.134	12.802	11.698	10011
(M2Wi)		Eara 6	0	0	0%			0%	8	0		0
		M2Ws Total	18,785	18,785	65	96,14	181,65	895.	1.805.897	3,452,476	1.606.579	89
A.3.b - Road	Transport	Total	2.267.339	2.207.339	85	258,89	137,32	-435	553,799,558	382.901.820	250,897,738	-45
ustment deta	ella for 2017											
				ctivity Dat		la elle	od Emission	Easter		NO ₂ Emi	and on a	
MED Code	Freed											difference
NFR Code	Fuel		CUTHER	adjusted	difference	OWNER	adjusted	difference	OWNER	adjusted	adjustment	
			in (in [N]		g/TJ]	in [5]		in (kg)		in [5]
		ребиз	12.282	12.282	0%	636,73	644,11	-14%	7.914.207	6.689.107	-1.126.108	-14
		Ears 1 Face 2	17,449	17,449	0%	372,99	241,68	-36%	6.608.911	4.217.044	-2 291 267	-09
			30.435	30.435	25	217.43	141 35	.3446	6.617.620	4 314 140	.2 303 438	.364

NO. Em

NFR Code	FLIE		CUTIENE	acquired	difference	CUTTER	adjusted	deference	CUTTER	adjusted	adjustment	CENTRES
			in [in [5]		g/TJ]	in [5]	7.044.047	in [kg]	4 475 476	in [N
		pelins	12.292	12.282	2%	636,73	644,11	-14%	7.914.207	6.689.107	-1.126.108	-1
		Ewa 1	17,449	17,449	4%	372,99	241,68	-36%	6.609.311	4.217.044	-2.291.267	-3
		Ewa 2	30.435	30.435	4%	217,48	141,75	-35%	6.617.570	4.314.140	-2.303.430	-3
	Gaustine	Ewe 3	54.271	54,271	PN	78,40	76,27	-3%	4.254.938	4.139.376	-115.562	-
		Ears-4	315.086	315.085	9%	54,96	51,25	-1%	17.316.320	15.151.861	-1.154.450	-
		Ears 5	180.245	180.245	es	19,17	51,25	167%	3.465.382	9,239,8%	5,784,513	15
		Euro 6	114.791	114,791	0%	26,66	51,26	92%	3.060.226	5.084.372	2.824.146	2
14351.		Gasoline total	724.521	726.571	05	67,66	69,88	35	49.026.074	50.634.754	1.607.848	
Passenger		prefare	1.210	1.010	4%	305.09	264,95	-12%	480.983	347.020	-63 893	-1
Cars		Ewa 1	3,360	3,390	4%	299.17	271,67	-9%	1.002.298	910.182	-92.116	
		Ewa 2	13,788	13,788	4%	407,17	222,48	45%	5.614,130	3,066,393	-2.547.736	
		Ears 3	52,128	52,128	15	408.05	179.65	-70%	31,696,478	9.364.708	-22 331 768	-7
	Diesel Oil	Eart 4			- PS			-10%				-1
			157.847	157.847		410,50	158,34		64.733.485	24.983.323	-39.748.142	
		Ears 5	283.480	263,460	PS	423,99	155,34	-63%	120.157.656	44.873.190	-75.254.455	-6
		Ears 6	184.793	184.768	- 15	262,61	150,34	-40%	48.521.163	29.255.985	-19.265.258	-
		Diesel oil tatal	696.582	696.582	65	398,65	161,95	.59%	272.126.091	112.010.721	.159.315.378	
		PCs Total	1.421.162	1.421.162	65	225,98	115,01	-495.	321.152.965	163.445.435	.157.207.538	- 4
		pa Eura	940	940	4%	651,61	645.95	-1%	612.240	686,918	-6.322	
		Ears 1	124	124	4%	906.23	312,78	-85%	112,083	38.682	-73.401	4
		Euro Z	485	485	15	302.32	221.62	-21%	140.344	182,950	-37.394	
		Ears 3	586	595	ES .	111.57	115.36	4%	05.995	65,812	2.157	
	Gaseline	Earl 4	1.476	1,475	15	50.72	53.38	5%	74.877	78.8%	3.938	
		Ears 5	1.660	1.660	05	21,73	\$3,38	146%	36.240	89.004	52.706	14
A388.		Ears 6	919	918	4%	18,68	63,38	187%	17.062	49.000	31.548	11
Light Duty		Gasoline total	6.186	6,186	65	171,15	167,18	-75	1.058.799	1.034.211	-24.588	
Vehicles		No Ena	2,067	2.057	4%	413,41	386,79	-26%	850,489	631,163	-218.336	4
(LOV)		Ears 1	1.538	1.538	0%	398.47	216.25	-45%	600.715	331.158	-269.558	
(court		Euro 2	3.580	3.580	95	321.26	153.04	-40%	1.143.793	687.293	-456.501	-
		Euro 3	11.664	11.664	45	595.08	150,79	-75%	6.940.879	1.758.747	-5.152.132	-1
	Diesel Oil	Ears 4	39,050	39.050	15	506.78	93.09	-82%	13,789,647	3.635.035	-16.154.612	-
		Ears 5	75,789	75,789	15	412.66	10.09	-70%	32,790,966	7.054.945	-26,736,811	
		Euro 6	19.625	19.625	15	161.71	93.09	-39%	2.977.439	1.826.875	-1.158.954	
				151,284	1% 1%	414.66		-39%			-1.110.004	-
		Diesel oil tatal	153,284				183,89		65.093.930	15.925.216		
		LDVs Total	199.470	198,470	85	414,83	106,35	-74%	68,152,729	16.999.427	-49,193,302	-
		ps-Essa	136	735	9%	1073,33	1019,23	-8%	790.259	750.425	-39.834	
		Eart	411	411	45	731,97	752,57	3%	300.684	389.062	8.458	
1431-01		Ears I	3.325	3.325	PS	767,91	645,79	-10%	2.620.067	2.147.450	-472.606	-1
Reavy Duty		Ears II	8.678	8.678	05	631.33	459,12	-27%	5.478.480	3.964.085	-1.494.395	2
Vehicle:	Desel Oil	Ears N	3,023	3.023	4%	474.07	362.49	-36%	1.012.300	1,347,680	-464,700	-4
Beses		Ears V	21,913	21,913	4%	363.92	185.84	-49%	7.937.976	4.053.686	-3 894 291	
		Ewa M	14,686	14 596	4%	68.62	185.84	219%	854.215	2712680	1.858.375	21
		Buses Total	\$3.382	\$3.382	Ph .	378,80	296,71	-275	19,793,901	15.384.828	-4.489.013	e
		pre-Euro	3.686	3.686	624	1034,40	737,35	-29%	3.730.272	2.689.076	-1.071.256	1
		Ears I	1.311	1.311	PS	748,03	465,38	-31%	980.842	614.151	-356.090	-3
A3bH-		Ears I	7.087	7.087	- PS	817,66	583,45	-30%	5.794.876	3.568.026	-2.226.851	-3
leavy Duty Vehicle:	Desel Oil	Ears II	35.085	26.086	45	638,57	366,72	-44%	15.942.661	9.563.841	-7.378.821	-
Trucks &	Carle On	Ears N	20.082	20.082	4%	397,77	279,34	-30%	7.966.414	6.68T.466	-2.368.948	-1
Lorries		Ears V	264.385	264.385	4%	298, 96	154,35	-47%	69.280.789	31.635.367	-27 746 342	
		Ewa M	335.065	335.065	4%	65.62	154,35	135%	21,985,366	51,718,641	29,733,275	1)
		Trucks Total	598,263	598,263	85	195.02	175.92	-10%	116,671,141	105,246,508	-11.424.833	
		p+241	5.335	5.335	45	125.91	157,19	25%	671.885	838,789	166.881	1
		Ears 1	3.257	3,257	- PS	125.39	177.86	41%	411.617	579.244	167.627	
A3bir-												
Motorised		Ears 2	3.396	3.396	PS	\$22,55	196,33	62%	415.280	673.548	257.348	6
Tere.	Gaspline	Ears 3	6.761	6.741	15	40,22	190,33	383%	271.107	1.336.966	1.055.849	30
Wheelers		Ears 4	430	430	4%	18,29	199,30	985%	7.962	86.270	77.408	94
(M2W4)		Ewa 6	0	0	4%	0.00		0%		0		
		M2Ws Total	19,160	19,160	85	92,83	183,39	985.	1,778,674	3.543.787	1.235.114	

NFR Code	Fuel			Activity Data adjusted		current		difference	CUTTER	NO ₃ Emi adjusted	adjustment	-
NP IS COMP			inf		in [5]		LT/4	in [5]	Corrents	in [kg]	and one of the second	in [5]
		pr-Gas	12.219	12.219	4%	637,59	644,11	-16%	7.790.965	6.649.721	-1.142.234	-15%
		Ewa 1	14,362	14,362	4%	374.24	241,68	-35%	6.371.161	3,469,643	-1.902.518	-05%
		Ewe 2	24.295	24,295	2%	221.07	111.06	-50%	5.390.977	2,688,163	-2.662.814	-50%
	Gasoline	Ears 3	43.642	43.642	P% P%	80,15	76,95	-4% -7%	3.497.781	3.358.617 14.578.755	-139.164	-4%
		Ears 4 Ears 5	278.738 105.830	278.738	IS IS	55,98 19,35	52,30 52,30	170%	3.228.282	8.725.668	5.497.466	170%
		Euro 6	159.041	159.041	15	0,00	52,30	0%	4.190.422	0.310.250	4.127.828	22%
14351.		Gasoline total	689.027	699.027	05	64,42	68,36	65.	45.032.996	47.716.857	2.253.820	6%
Passenger		рнбиз	1,963	1,963	4%	303,55	264,95	-17%	395.465	346.173	-68 293	-13%
Cars		Ewa 1	2.849	2,849	2%	299.17	272.05	-9%	852.432	776.156	-77.277	-9%
		Ears 2 Ears 3	10.784 40.785	10.784 40.785	PK	407.20 612.49	222,87 180,15	-45% -71%	4.391.393 24.932.029	2.483.536 7.333.241	-1.987.858 -17.598.788	-45%
	Diesel Oil	Ears-4	130.534	130.534	15	414.71	160.48	-415	54,133,837	20.937.329	-33.196.508	-61%
		Euro 5	251,212	251,212	15	415,25	160,48	-61%	104.505.705	40,293,731	-64 273 836	-61%
		Ears 6	228.685	228.685	0%	254,87	160,48	-37%	58,284,140	36.680.440	-21.603.708	-37%
		Diesel oil tatal	666.074	666.074	65	371,66	163,30	-565	247.556.063	100.760.604	.138.282.458	-56%
		PCs Total pro-Euro	1.365.101	1.365.181	0%	214,34 664,53	114,68 645.95	.065. .1%	292.589.060	156.555.421 682.652	-136.833.639 -4.207	46%
		Eve 1	108	108	15	911.58	312,78	-66%	58.528	33,805	-64.723	-86%
		Euro 2	371	377	PN	303.64	224.45	-25%	114.682	84.713	-29.839	-26%
	Casaline	Ears 3	511	511	PS	111,92	118,84	6%	57.282	60.739	3.537	6%
		Ears 4	1.275	1.275	PS	52,02	54,36	4%	65.295	69.278	2.900	4%
		Ears 5	1.40	1.483	PS - 25	23,70	54,36 54,36	129%	35.160	80.626	45.455	129%
14388.		Ears 6 Gasoline total	6.315	6.315	15	158,22	160,11	11.	999,199	1.011.138	11.809	Th
Light Duty Vehicles		po Euro	1.872	1.872	8%	411,97	306,79	-35%	771.307	674.412	-196.825	-26%
(LOVA)		Ears 1	1.295	1,295	0%	388,84	215,25	-45%	483.129	272.296	-220.042	-45%
		Eare 2	2.842	2.842	9%	318,56	193,80	-39%	985.389	550.789	-354.540	-39%
	Diesel Oil	Ears 3	9.363	9.363	95	599, 10	150,74	-75%	5.689.152	1.411.299	-4.197.853	-75%
		Ears 4 Ears 5	33,232	33,232 66,283	15	508,42	93,81	-82%	15.929.185 29.654.080	3.117.457 6.217.060	-13.011.640 -22.477.020	-82%
		Euro 6	39.482	39,482	15	168,79	10.01	-30%	6.941.615	3,686,228	-2.345.397	-38%
		Diesel oil tatal	154,259	154,259	8%	384,71	182,69	-735	\$9,344,525	15.840.310	-43.504.215	-77%
		LDVs Total	160.574	160.574	65	375,80	104,94	-725	60.343,725	16.851.449	-43.492.276	-12%
		pre-Sara	547	547	P%	1078,18	1019,23	-75	589.357	557.147	-32.210	-8%
		Ears I Ears I	237	237	PS	732,76 767,83	752,57 646,33	3% -10%	173.678	178.368	4.890	2% -10%
1.A.3.b Hi - Heavy Duty		Euro II	6.757	6.757	15	638.89	459,32	-10%	4.262.724	3.103.402	-321.249	-10%
Heavy Duty Vehicle:	Desel Oil	Ears N	3.043	3.043	15	473, 56	362,73	-25%	1.439.790	1.073.303	-366.467	-25%
Bases		Ears V	18,109	18,109	0%	362,42	186,37	-49%	6.663.265	3.376.016	-3.198.249	-49%
		Ewa VI	20.670	20.670	1%	66.89	186.37	229%	1,176.026	3,852,314	2.676.288	228%
		Beses Total pre-Earo	\$1.634 3.252	\$1,634 3,282	P5	308,75	283,50	-19%	15,993,526	13.687,196	-2.386.429 -878.288	-19%
		pre-Caro Earo I	3.282	3.262	15	1034,82 747,82	137,38	-29%	3.375.389 818.052	2.405.071 532.378	-878.288	-29%
1A368-		Ears I	5.544	5.544	15	817,44	581,68	-32%	4.532.198	2,781,510	-1.750.658	-39%
Heavy Duty Vehicle:	Desel Oil	Ears II	20.583	20.583	15	629,54	363,66	-44%	12.957.751	T 277 279	-6.600.472	-64%
Trucks &		Ears N	15.912	15.912	25	398,09	276,23	-31%	6.034.421 45.964.153	4.395.424	-1.908.997	-31%
Lorrise		Eara V Eara VI	196.983	196,983	0% 0%	292.40 68.76	154,68 154,68	-47% 125%	45.964.153 28.251.482	24.283.309 59.065.898	-21.620.843 32.804.495	-47% 125%
		Trucks Total	585,185	585,185	05	171.18	172,10	125%	100.173.337	100.710.869	507.512	100%
		pre-Euro	4.940	4.940	15	128.05	158.61	25%	622.686	783.451	160.795	26%
143.614		Ears 1	2.995	2.905	PN	125,14	177,79	415	374.114	527,294	153.160	41%
Motorised		Euro 2	3.221	3.221	45	129,33	195,64	65%	387.586	639.833	252-237	65%
Two.	Gasoline	Ears 3 Ears 4	6.241	6.241	0% 0%	40,24 20,41	190,64	394% 973%	251.126 23.066	1.239.680 224.682	908.962 201.436	394% 873%
(M2Ws)		Eara 6	0	0	15	0,00	199,64	0%		224.642	201.4.6	0%
		M2Ws Total	18.497	18.497	85	89,66	184,61	1065.	1.658.558	3.454.367	1,256,209	106%
1.4.3.b - Rose	d Transport	Total	2,180,993	2.180.993	05	215,85	133,49	.385	470,758,205	291.139.612	179.618.593	385
Adjustment deta	ails for 2069											
				Activity Date		Impli	ed Emission	Factor		NO ₂ Emir	niona	
NFR Code	Fuel		CUTIENT	adjusted	difference	Current	adjusted	difference	ourrent	adjusted	adjustment	
	Fuel	and an	current in [adjusted [J]	difference in [5]	current in p	adjusted [LT/g/	difference in [5]		adjusted in [kg]	adjustment	in [5]
	Fuel	рнбиз Биз 1	CUTIENT	ndijunted T.JJ 13.660	difference	Current	adjusted	difference	0.664.621 4.701.480	ndjunted in [kg] 7.382.698		
	Fuel	рн-Биз Биз 1 Биз 2	current in [13.660 12.427 20.086	adjusted 13,668 12,427 20,086	difference in [%] 2% 2% 2%	current in (6 638,58 378,32 225,58	ndjunted [J.T.4] 644,11 241,68 92,60	difference in [5] -15% -36% -89%	8.664.621 4.781.480 4.531.070	ndjunted in [kg] 7.382.690 3.083.383 1.858.018	adjustment -1.201.822 -1.698.096 -2.673.052	14 [N -15% -35% -35%
	Fuel	Ears 1 Ears 2 Ears 3	current in [13.669 12.427 20.086 36.216	adjusted 13,568 12,427 20,085 36,215	difference in [5] 2% 2% 2% 2%	current in (k 628,58 378,32 225,58 82,22	adjusted (g/TJ) 644,11 241,68 92,50 78,12	difference in [5] -15% -36% -89% -8%	8.664.621 4.701.480 4.631.070 2.977.840	ndjunted in [kg] 7.382.688 3.083.383 1.858.018 2.829.186	adjuntment -1.291 822 -1.698 896 -2.673 852 -148 873	14 N -15% -35% -35% -35%
		Ewn 1 Ewn 2 Ewn 3 Ewn 4	current in [13.669 12.427 20.086 36.216 285.220	adjusted 13,560 12,427 20,085 36,216 295,220	difference in [5] 1% 1% 1% 1% 1% 1%	current in (k 378,58 378,32 225,58 82,22 57,04	adjusted (g/TJ) 644,11 841,68 92,60 76,12 53,29	difference in [N] -15% -36% -5% -5% -7%	0.664.621 4.701.480 4.631.070 2.977.840 14.558.285	ndjunted in [kg] 7.382.688 3.083.383 1.868.018 2.829.188 13.509.621	adjuntment -1.201.822 -1.606.006 -2.673.052 -148.673 -558.554	间N -155 -155 -155
		Event Event Event Event Event	current in [13,660 12,427 20,006 36,216 265,220 160,537	adjusted 13,568 12,427 20,085 36,215	difference In [N] IN IN IN IN IN IN IN IN IN	current in () 628,58 378,32 225,58 82,22 57,04 19,77	adjusted (g/TJ) 644,11 241,68 92,50 78,12 53,29 53,29	difference in [N] -15% -36% -5% -7% 17%	0.664.621 4.701.480 4.531.070 2.977.840 14.558.285 3.173.728	adjunted in [kg] 7.382.688 3.083.383 1.868.018 2.829.186 13.589.621 8.554.355	adjuntment -1.201.822 -1.608.006 -2.673.052 -148.873 -958.504 5.308.628	in [N] -55% -55% -55% -7% -7% -17%
NFR Code		Ewn 1 Ewn 2 Ewn 3 Ewn 4	current in [13.669 12.427 20.086 36.216 285.220	adjusted 13,660 12,427 20,086 36,216 295,220 160,537	difference in [5] 1% 1% 1% 1% 1% 1%	current in (k 378,58 378,32 225,58 82,22 57,04	adjusted (g/TJ) 644,11 841,68 92,60 76,12 53,29	difference in [N] -15% -36% -5% -5% -7%	0.664.621 4.701.480 4.631.070 2.977.840 14.558.285	ndjunted in [kg] 7.382.688 3.083.383 1.868.018 2.829.188 13.509.621	adjuntment -1.201.822 -1.606.006 -2.673.052 -148.673 -558.554	间N -155 -155 -155
NFR Code		Even 1 Even 2 Even 3 Even 4 Even 5 Even 6 Gasoline total pre-Even	Current in [13,660 12,427 20,086 35,216 295,220 100,537 295,636 764,681 2,736	adjuated 13,560 12,427 20,086 36,216 295,220 160,537 206,636 764,631 2,736	dBesence in [N] IS IS IS IS IS IS IS IS	Current in P 638,58 378,32 225,58 82,22 57,04 19,77 25,63 62,30 230,76	adjusted (p/T.J) 644,11 201,68 92,60 78,12 53,29 53,29 53,29 61,45 264,96	difference in [N] -10% -30% -30% -30% -30% -10% -10% -10% -21%	8.664.621 4.781.480 4.631.070 2.977.840 14.588.285 3.173.728 5.285.089 43.381.941 913.180	ndjuated in [kg] 7.382.686 3.083.383 1.868.018 2.829.186 13.539.621 6.554.356 11.010.782 40.238.025 724.923	adjuatment -1.201.822 -1.608.0% -2.673.052 -148.673 -5350.628 5.755.603 4.336.804 -108.275	in [5] -15% -35% -35% -75% -175% -102% -105% -105% -21%
NFR Code		Evre 1 Evre 2 Evre 3 Evre 4 Evre 5 Evre 6 Gasoline total pre-Evre 1	Current in [13.669 12.427 20.086 36.216 295.220 160.537 286.636 TR4.631 2.736 2.565	adjuated 13,560 12,427 20,086 38,216 295,220 160,537 206,636 764,631 2,736 2,565	dBennos In [N] IN IN IN IN IN IN IN	Current in () 634,68 378,32 225,58 62,22 57,04 19,77 25,63 62,30 230,76 299,00	adjusted (p/T.J) 644,11 201,68 92,50 78,12 53,29 53,29 53,29 60,45 264,96 272,06	difference in [N] -15% -36% -36% -35% -7% 170% 170% 180% -35% -37% -37% -37% -37% -37% -37%	8.664.621 4.781.480 4.631.070 2.977.840 14.588.285 5.285.089 43.981.941 913.180 766.913	adjuated in [kg] 7.382.688 3.083.383 1.888.018 2.829.186 13.599.621 0.554.356 11.010.312 40.230.625 724.623 687.386	adjuatment -1.201.822 -1.898.096 -2.673.052 -348.673 -958.594 5.308.629 5.358.629 5.358.604 -168.375 -69.127	14 [N] - 45% - 35% - 35% - 35% - 175% - 175%
NFR Code	Gassline	Earn 1 Earn 2 Earn 3 Earn 5 Earn 5 Earn 6 Gasoline total preCaro Earn 1 Earn 2	Current in [13.640 12.427 20.086 36.216 255.220 160.537 286.636 784.691 2.736 2.565 8.891	adjuated T.J 13.660 12.427 20.086 36.216 295.220 100.537 205.636 766.634 2.736 2.565 8.891	dBeence in [N] 15 15 15 15 15 15 15 15 15 15 15 15 15	Current in () 638,58 378,32 225,58 82,22 57,04 19,77 25,63 62,38 62,38 233,76 299,80 407,79	adjusted (p/TJ) 644,11 241,68 32,60 76,12 53,29 53,29 53,29 53,29 53,29 68,45 264,96 272,06 229,18	difference in [N] -15% -36% -59% -59% -59% -59% -15% -15% -59% -21% -39% -44%	8.664.621 4.781.480 4.581.400 2.977.840 14.555.285 3.173.726 5.285.099 43.981.941 912.190 766.913 3.620.286	ndjuated in [kg] 7.382.688 3.083.383 1.858.018 2.829.186 73.589.621 8.554.356 11.010.782 48.238.625 724.925 687.386 2.037.480	adjuatment -1.201.822 -1.698.096 -2.673.052 -348.673 -358.554 5.358.628 5.715.603 4.356.001 -148.275 -46.127 -1.582.828	in [N] -556 -356 -356 -356 -356 -356 -1705 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -1005 -100
NFR Code		Ears 1 Ears 2 Ears 3 Ears 5 Ears 6 Gasoline total précas Ears 1 Ears 2 Ears 7	Current in [13.640 12.427 20.086 35.216 295.220 160.537 286.636 764.681 2.736 2.566 8.881 33.019	adjuated 13,660 12,427 20,086 36,216 215,220 160,537 206,636 764,684 2,736 2,566 8,891 33,019	dBeence In [5] 25 25 25 25 25 25 25 25 25 25 25 25 25	Current in () 638,58 378,32 225,58 82,22 57,04 19,77 25,63 62,38 230,76 299,60 407,79 615,11	adjusted (p/TJ) 644,11 201,60 92,60 76,12 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 53,29 54,96 76,12 54,96 76,12 55,29 53,29 53,29 53,29 53,29 53,29 53,29 54,96 76,12 54,96 76,12 54,96 10 10 10 10 10 10 10 10 10 10	difference in [N] -15% -35% -35% -35% -175% -105% -11% -37% -47% -47% -47%	8.664.621 4.761.480 4.531.070 2.977.840 14.558.285 3.173.725 5.285.099 43.361.941 913.190 766.913 3.602.286 20.310.125	adjuated in [kg] 7.342.640 3.042.343 1.858.018 2.825.146 13.599.621 8.554.356 11.010.312 46.236.625 734.923 687.396 2.037.460 5.957.443	adjuatment -1.201.822 -1.600.0% -2.673.052 -348.673 -356.503 5.356.620 5.755.603 4.356.804 -148.375 -40,127 -1.592.828 -34.352.723	14 [N] - 45% - 35% - 35%
NFR Code	Gassline	Earn 1 Earn 2 Earn 3 Earn 5 Earn 5 Earn 6 Gasoline total preCaro Earn 1 Earn 2	Current in [13.640 12.427 20.086 36.216 255.220 160.537 286.636 784.691 2.736 2.565 8.891	adjuated T.J 13.660 12.427 20.086 36.216 295.220 100.537 205.636 766.634 2.736 2.565 8.891	dBeence in [N] 15 15 15 15 15 15 15 15 15 15 15 15 15	Current in () 638,58 378,32 225,58 82,22 57,04 19,77 25,63 62,38 62,38 233,76 299,60 407,79	adjusted (p/TJ) 644,11 241,68 32,60 76,12 53,29 53,29 53,29 53,29 53,29 68,45 264,96 272,06 229,18	difference in [N] -15% -36% -59% -59% -59% -59% -15% -15% -59% -21% -39% -44%	8.664.621 4.781.480 4.581.400 2.977.840 14.555.285 3.173.726 5.285.099 43.981.941 912.190 766.913 3.620.286	ndjuated in [kg] 7.382.688 3.083.383 1.858.018 2.829.186 73.589.621 8.554.356 11.010.782 48.238.625 724.925 687.386 2.037.480	adjuatreest -1 201 822 -1 898 296 -2 873 852 -348 873 -538 594 538 620 5 715 603 4 356 804 -148 275 -48 127 -1 592 828 -34 392 723 -28 593 457 -57 456 545	16 [N] -556 -356 -356 -356 -356 -356 -1056 -1056 -1056 -1056 -455
NFR Code	Gassline	Exm 1 Exm 2 Exm 3 Exm 4 Exm 5 Exm 5 Exm 5 Exm 5 Exm 1 Exm 1 Exm 1 Exm 2 Exm 3 Exm 3 Exm 4 Exm 5 Exm 6	Current In [13,569 12,437 20,086 36,216 36,216 36,216 20,5636 26,5636 786,694 2,736 2,566 8,891 33,019 111,335 221,114 33,019	adjusted 14 13,560 12,427 20,066 36,216 255,220 160,537 266,636 7764,694 2,736 8,891 33,079 111,335 221,174 225,511	dilence in [N] IS IS IS IS IS IS IS IS IS IS IS IS IS	Current in () 2015,58 378,32 225,58 82,22 57,04 19,77 25,63 62,36 200,76 62,36 200,76 62,36 200,76 64,36 200,76 415,17 415,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 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NFR Code	Gassline	Euro 1 Euro 2 Euro 3 Euro 4 Euro 5 Euro 6 Gasoline total prefeiro Euro 1 Euro 3 Euro 3 Euro 4 Euro 5 Euro 5 Euro 5 Euro 6 Désed ofitutal	CUPHINE In [13.660 12.427 20.066 36.276 275.200 160.537 286.636 2.756 2.756 2.666 8.891 33.079 111.335 221.714 4.5364	ndjuened [14] 12,457 20,086 36,216 205,626 100,527 205,636 796,636 2,736 2,666 8,891 33,019 111,325 2,21,714 2,273,611 111,325 2,21,714 2,273,611 4,620,841	dillemon in [N] 15 15 15 15 15 15 15 15 15 15 15 15 15	Current in [9 428,828 378,32 225,58 82,225,58 82,225,58 82,225,58 87,04 19,77 25,63 425,98 200,76 209,80 407,79 212,30 415,17 415,17 415,17 227,345,84	adjunted (a)T21 644,113 241,68 35,59 78,12 53,29 53,29 53,29 53,29 53,29 53,29 54,66 272,66 272,66 272,66 272,66 272,66 272,66 272,64 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,	dBereco is [N] - 555 - 356 - 755 - 1755 - 1755 - 1755 - 1755 - 1755 - 1755 - 1755 - 1755 - 1755 - 4155 - 41	8 664 631 4 781 480 4 531 070 2 577 840 14 558 285 3 173 178 5 285 099 43 394 541 913 198 796 913 3 620 296 20 370 125 45 688 685 55 117 643 55 117 643 55 117 643 55 117 643 55 51 17 64 55 51 51 17 64 55 51 51 51 51 51 51 51 51 51 51 51 51 5	adjusted in [44] 7.342.686,0% 2.829,198 7.5599.621 8.554.556 41.070.312 44.220.026 5.957.433 7.569.527 316.085.228 31.668.5278 31.668.5278 31.668.5278 31.668.5278	4/justment -1.201.022 -1.601.006 -2.677.052 -348.877 -549.530 -576.603 -576.603 -576.603 -576.603 -576.603 -576.603 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026 -1.592.026	in [N] - 556 - 556 - 556 - 755 - 755 - 755 - 715 - 415 - 410
NFR Code	Gassline	Exm 1 Exm 2 Exm 3 Exm 4 Exm 5 Exm 5 Exm 5 Exm 5 Exm 1 Exm 1 Exm 1 Exm 2 Exm 3 Exm 3 Exm 4 Exm 5 Exm 6	CUPTIENT In [13.660 12.427 20.066 36.276 275.200 100.537 226.636 776.467 2.756 2.566 8.891 33.079 111.335 221.714 523.211 1.368.532	adjusted 14 13,560 12,427 20,066 36,216 255,220 160,537 266,636 7764,694 2,736 8,891 33,079 111,335 221,174 225,511	difference in [N] 15 15 15 15 15 15 15 15 15 15 15 15 15	Current in () 2015,58 378,32 225,58 82,22 57,04 19,77 25,63 62,36 200,76 62,36 200,76 62,36 200,76 64,36 200,76 415,17 415,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 215,17 21	adjunted (a)T.1 644,11 544,14 52,60 76,12 53,29 64,65 272,05 229,18 180,46 272,05 229,18 180,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 182,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44 184,44	difference in [N] -15% -35% -35% -35% -35% -35% -35% -35% -3	8.664.631 4.781.480 4.531.070 2.977.840 14.558.285 5.285.089 43.981.941 913.186 913.369.913 3.605.085 55.517.643 55.517.643 55.517.643	adjuated in [kg] 7.362.686 3.083.382 1.868.018 2.829.196 2.829.196 5.559.621 6.554.356 1.010.3122 482.230.625 724.903 6.87.386 2.037.480 5.957.433 18.065.228 37.650.5937	4/justment -1.201.822 -1.600.996 2.671.952 -3.90.825 5.300.825 5.715.600 -4.335.884 -4.61.277 -1.552.826 -4.432.727 -2.552.457 -3.745.646 -4.736.864 -1.715.640.860 -1.755.640.860	in [N]
NFR Code	Gassline	Euro 1 Euro 2 Euro 3 Euro 4 Euro 5 Euro 6 Gasoline total prefeiro Euro 1 Euro 3 Euro 3 Euro 4 Euro 5 Euro 5 Euro 5 Euro 5 Euro 6 Désed ofitutal	CUPHINE In [13.660 12.427 20.066 36.276 275.200 160.537 286.636 2.756 2.756 2.666 8.891 33.079 111.335 221.714 4.5364	ndjuened 13 13,660 12,427 20,086 36,216 295,220 100,537 206,636 706,436 706,436 2,566 8,081 33,081 33,081 33,081 111,335 221,714 (56,20,441 (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (56,20,441) (5	dillemon in [N] 15 15 15 15 15 15 15 15 15 15 15 15 15	Current in () 2016, 22 215, 58 82, 225, 58 82, 58 82, 225, 58 82, 58 8	adjunted (a)T21 644,113 241,68 35,59 78,12 53,29 53,29 53,29 53,29 53,29 53,29 54,66 272,66 272,66 272,66 272,66 272,66 272,66 272,64 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,44 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,47 162,	dBerecci is [N - 455 - 355 - 3	8 664 521 4 781 480 2 597 840 14 555 285 5 295 089 4 3 981 541 9 13 185 7 66 913 3 650 286 9 3 310 125 4 4 668 565 9 5 117 543 6 2 105 220 6 293 564 089 2013 1840 299	adjusted is [fig] 7.342 646 9.042,348 1.868,048 2.825,146 13.599,621 3.599,621 40.203,342 40.203,426 2.037,440 5.957,443 10.665,220 44.429,184 49.5542,460	4/justment -1.201.022 -1.601.006 -2.677.052 -348.877 -549.530 -576.603 -576.603 -576.603 -576.603 -576.603 -1.602.025 -4.52.604 -1.602.025 -2.52.503 -2.52.503 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -2.52.605 -	in [N] - 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NFR Code	Gassline	Exrs 1 Exrs 2 Exrs 3 Exrs 4 Exrs 6 Exrs 6 Exrs 6 Exrs 1 Exrs 1 Exrs 2 Exrs 3 Exrs 4 Exrs 3 Exrs 4 Exrs 5 Exrs 6 Diseal of tasal PCs Tasal PCs Tasal	CUPHINE In [13.668 12.437 20.066 255.220 160.537 226.535 766.684 2.656 2.656 2.656 2.656 2.656 2.656 2.656 2.656 2.656 2.656 2.656 2.655 2.0110 2.0110 2.0110 2.0110 2.0110 2.0110 2.0110 2.0110 2.0110 2.0110 2.0110 2.0110 2.0110 2.0110 2.0110 2.0110 2.0110 2.0110 2.0110 2.0110 2.0110 2.0110 2.0110 2.0110 2.0100 2.0110 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 2.0100 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704-932 157-827-826 705-932 157-827-826 703-932 157-827-826 703-932 157-827-826 703-932 703-932 157-827-826 703-932 703-932 703-932 703-932 703-936 703-936 704-935 704-935 704-935 704-935 705-936 704-935 704-935 705-936 705-937 704-930 704-930 705-937 <tr< td=""><td>adjustment -1.311 622 -1.648 (956 -1.648 (957 -3.648 (97) -3.648 (97) -3.648</td><td>a IN - 15% - 38% - 38% - 48% - 48% - 41% - 41% -</td></tr<>	adjustment -1.311 622 -1.648 (956 -1.648 (957 -3.648 (97) -3.648	a IN - 15% - 38% - 38% - 48% - 48% - 41% -
NFR Code 1A.3b I. Passesper Cass	Gassline Diesel Oil	Exm 1 Exm 2 Exm 3 Exm 4 Exm 5 Exm 6 Exm 1 Exm 5 Exm 1 Exm 2 Exm 3 Exm 6 Exm 7 Exm 1 Exm 1 Exm 2 Exm 1 Exm 2 Exm 1 Exm 2 Exm 1 Exm 2 Exm 3 Exm 3 Exm 3 Exm 4 Exm 5 Exm 5 Gaustice staat Pricem 4	Current inf 13.640 12.427 20.046 36.246 36.246 36.246 36.246 36.246 36.246 36.246 36.246 36.246 2.756 2.756 2.666 3.009 111.335 221.714 4.552 3.014 4.552 4.467 3.757 4.467 3.757 4.467 3.757 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 4.477 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NER Code 1A331. Passenger Can 1A358.	Gassline Diesel Oil	Exe 1 Exe 2 Exe 3 Exe 4 Exe 5 Exe 6 Exe 7 Exe 1 Exe 2 Exe 3 Exe 4 Exe 5 Exe 5 Exe 5 Exe 5 Exe 6 Exe 7 Exe 7<	Current 13.640 12.640 12.427 20.066 35.786 25.520 160.537 784.647 2.756 2.565 784.647 1.135 221.174 4.2457 3.5079 111.335 221.174 4.2457 3.5079 111.335 221.174 4.2457 3.5079 111.335 2.21.174 4.2457 3.5079 1.1355 3.5079 1.1355 3.507 4.1355 3.507 4.1355 3.507 4.1355 3.507 4.1355 3.507 4.1355 3.507 4.1355 3.507 4.1355 3.507 4.1355 3.507 4.1355 3.507 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 4.1355 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NFR Code 1A.3b I. Passesper Cass	Gasaline Diesel Oil Gasaline	Exe 1 Exe 2 Exe 3 Exe 3 Exe 4 Exe 5	Current 13.660 13.660 12.427 20.066 25.520 160.537 2766.691 22.655 786.691 11.135 22.555 786.691 11.135 22.555 11.1355 22.555 11.1355 22.555 11.1355 22.555 11.1355 22.555 11.1365 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 11.1355 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Activity Data Impiled Emission Factor

NO₂ Emissions

REVISION OF ADJUSTMENT PROPOSAL COMPARED TO SUBMISSIONS 2014 to 2019

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Adjustment 2014 (accepted) ⁷⁾ , ⁸⁾	-105.6	-101.3	-95.7	-91.7						
Adjustment 2015 (accepted) ^{9),10)}	-100.3	-95.5	-89.9	-85.1						
Adjustment 2016 (accepted) ¹¹⁾ , ¹²⁾	-151.3	-146.9	-145.1	-142.5	-128.1					
Adjustment 2017 (accepted) ¹³⁾	-151.3	-146.8	-145.0	-142.4	-127.2	-100.9				
Adjustment 2018 (accepted) ^{14),15)}	-172.3	-174.5	-177.4	-180.4	-171.5	-148.9	-123.2			
Adjustment 2019 (accepted) ¹⁶⁾ , ¹⁷⁾	-172.3	-174.5	-177.4	-180.3	-171.4	-148.8	-123.3	-93.7		
Adjustment 2020 (accepted) ¹⁸⁾	-297.8	-302.3	-301.3	-306.1	-294.5	-269.0	-244.3	-214.9	-174.6	
Adjustment 2021 (proposal)	-296.1	-300.7	-300.4	-305.2	-294.9	-274.9	-250.9	-221.1	-179.6	-144.8
Change against Adjustment 2020	1.7	1.6	0.9	0.9	-0.4	-5.9	-6.6	-6.2	-5.0	

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".¹⁹⁾

The even bigger changes between adjustment 2019 and adjustment proposal 2020 result from an additional rather fundamental revision of of the *Handbook Emission Factors for Road Transport* now available in version 4.1 ²⁰ 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 2020 adjustment proposal differed significantly from the adjustment applied for and accepted in 2019.

In comparison to 2020, the TREMOD model applied for the 2021 submission has been revised only slightly in terms of NO_x emission factors, taking into account results from ongoing measurement campaigns especially for EURO 6 vehicles. Hence, the 2021 adjustment proposal differs only slightly from the (accepted) proposal provided with submission 2020.

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

¹⁾ IIASA, 1999: Amann, M.; Bertok, I.; Cofala, J.; Gyarfas, 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'Environment Direction de la Prévention des Pollutions et des Risques 20, avenue de Ségur75302 Paris 07 SP, April 1999 – URL: https://iiasa.ac.at/web/home/research/researchPrograms/air/policy/france3b.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⁾ 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

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. (2020a): 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, 2020.

https://webdab01.umweltbundesamt.at/download/adjustments2014/Adjustment_Review_Report_GERMANY_2014.pdf?cgiprox y_skip=1, 5 August 2014.

⁹⁾ CEIP, 2015a: Centre on Emission Inventories and Projections (CEIP): CEIP/Adjustment RR/2015/Germany: Review of the 2015 Adjustment Application by Germany, URL:

²⁾ 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

⁷⁾ 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/adjustments2015/Germany2015-adj.pdf?cgiproxy_skip=1, September 2015.

¹⁰⁾ 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. ¹¹⁾ 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.

¹²⁾ 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.

¹³⁾ 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. ¹⁴⁾ CEIP, 2018a: 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.

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https://www.ceip.at/fileadmin/inhalte/ceip/00_pdf_other/2020/adj-status_ece_eb.air_ge.1_2020_10-2008939e.pdf

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²⁰⁾ 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.