

## Recalculations - Ammonia

The changes within the **National Total** reported for **1990 (+8.8 kt or +1.2 %)** are dominated by **newly implemented emission estimates for NFR 6.A (+ 6.25 kt)** together with less significant changes throughout NFRs 1 and 3.

The most significant percental change occurs for **NFR 3.D.a.2.c with plus 559 %**.

Table 1: Changes in emission estimates for 1990

NFR Sector	Submission 2023	Submission 2024	Difference		Reasoning see description and reasoning in: sub-category chapters
	[kt]			relative	
<b>NATIONAL TOTAL</b>	<b>725.52</b>	<b>734.36</b>	<b>8.84</b>	<b>1.22%</b>	
<b>NFR 1 - Energy</b>	<b>15.8891</b>	<b>15.8897</b>	<b>0.0006</b>	<b>0.004%</b>	sub-category chapters
1.A.2.g vii	0.008	0.006	-0.002	-28.7%	<a href="#">here</a>
1.A.3.a i(i)	0.0493	0.0492	-0.0001	-0.13%	<a href="#">here</a>
1.A.3.a ii(i)	0.0349	0.0353	0.0004	1.16%	<a href="#">here</a>
1.A.3.c	0.0318	0.0319	0.0001	0.25%	<a href="#">here</a>
1.A.3.d ii	0.01056	0.01055	-0.00001	-0.07%	<a href="#">here</a>
1.A.4.a ii	0.0018	0.0016	-0.0002	-8.57%	<a href="#">here</a>
1.A.4.c ii	0.009	0.011	0.003	29.6%	<a href="#">here</a>
<b>NFR 2 - IPPU</b>	<b>14.68</b>	<b>14.68</b>	<b>0.00</b>	<b>0.00%</b>	
<b>NFR 3 - Agriculture</b>	<b>686.62</b>	<b>689.20</b>	<b>2.58</b>	<b>0.38%</b>	sub-category chapters
3.B.4.g i	11.41	11.40	-0.02	-0.14%	<a href="#">here</a>
3.B.4.g iv	2.470	2.472	0.002	0.08%	<a href="#">here</a>
3.D.a.1	78.82	78.71	-0.11	-0.14%	<a href="#">here</a>
3.D.a.2.a	285.58	286.21	0.63	0.22%	<a href="#">here</a>
3.D.a.2.c	0.24	1.55	1.32	559%	<a href="#">here</a>
3.D.a.3	22.24	22.37	0.14	0.61%	<a href="#">here</a>
3.l	0.002	0.001	0.00	-5.19%	<a href="#">here</a>
<b>NFR 5 - Waste</b>	<b>0.34</b>	<b>0.34</b>	<b>0.00</b>	<b>0.00%</b>	
<b>NFR 6 - Other</b>	<b>8.00</b>	<b>14.25</b>	<b>6.25</b>	<b>78.2%</b>	sub-category chapters
6.A	8.00	14.25	6.25	78.2%	

Changes within the **National Total** reported for **2020 (-7.49 kt | -1.4 %)** result mainly from several larger revisions in **NFR 3 (-17.2 kt)** and **newly implemented emission estimates from NFR 6 (+ 8 kt)** together with less significant changes throughout NFRs 1, 2 and 5.

The most significant relative change occurs for **NFR 1.A.4.a i with plus 38 %**.

Table 2: Changes in emission estimates for 2020

NFR Sector	Submission 2023	Submission 2024	Difference		Reasoning see description and reasoning in: sub-category chapters
	[kt]			relative	
<b>NATIONAL TOTAL</b>	<b>515,77</b>	<b>525,48</b>	<b>9,71</b>	<b>1,88%</b>	
<b>NFR 1 - Energy</b>	<b>12,72</b>	<b>12,50</b>	<b>-0,22</b>	<b>-1,71%</b>	sub-category chapters
1.A.1.a	0,624	0,620	-0,004	-0,70%	<a href="#">here</a>
1.A.1.b	0,528	0,527	-0,001	-0,19%	<a href="#">here</a>
1.A.1.c	0,0244	0,0249	0,0005	1,89%	<a href="#">here</a>
1.A.2.a	0,103	0,099	-0,004	-3,74%	<a href="#">here</a>
1.A.2.b	0,0059	0,0075	0,002	27,5%	<a href="#">here</a>
1.A.2.e	0,0010	0,0012	0,0002	25,3%	<a href="#">here</a>
1.A.2.f	0,020	0,022	0,003	13,5%	<a href="#">here</a>
1.A.2.g vii	0,008	0,006	-0,003	-33,8%	<a href="#">here</a>
1.A.2.g viii	0,391	0,381	-0,010	-2,51%	<a href="#">here</a>
1.A.3.a i(i)	0,060	0,060	0,000	-0,22%	<a href="#">here</a>
1.A.3.a ii(i)	0,0132	0,0125	-0,0007	-5,40%	<a href="#">here</a>

	Submission 2023	Submission 2024	Difference		Reasoning
NFR Sector	[kt]		relative	see description and reasoning in:	
<b>NATIONAL TOTAL</b>	<b>515,77</b>	<b>525,48</b>	<b>9,71</b>	<b>1,88%</b>	<b>sub-category chapters</b>
<b>NFR 1 - Energy</b>	<b>12,72</b>	<b>12,50</b>	<b>-0,22</b>	<b>-1,71%</b>	<b>sub-category chapters</b>
1.A.3.b i	8,253	8,010	-0,24	-2,93%	<a href="#">here</a>
1.A.3.b ii	0,261	0,251	-0,010	-3,85%	<a href="#">here</a>
1.A.3.b iii	0,716	0,718	0,002	0,31%	<a href="#">here</a>
1.A.3.b iv	0,0205	0,0200	-0,0005	-2,24%	<a href="#">here</a>
1.A.3.b v	NA	NA	#WERT!	#WERT!	<a href="#">here</a>
1.A.3.b vi	NA	NA	#WERT!	#WERT!	<a href="#">here</a>
1.A.3.b vii	NA	NA	#WERT!	#WERT!	<a href="#">here</a>
1.A.3.c	0,008	0,008	0,000	0,05%	<a href="#">here</a>
1.A.3.d i(ii)	IE	IE	#WERT!	#WERT!	
1.A.3.d ii	0,0053	0,0057	0,0004	7,28%	<a href="#">here</a>
1.A.3.e i	NA	NA	#WERT!	#WERT!	<a href="#">1.A.3.e i - Pipeline Transport ]</a>
1.A.3.e ii	NA	NA	#WERT!	#WERT!	<a href="#">1.A.3.e ii - Other Transport: Other ]</a>
1.A.4.a i	0,457	0,233	-0,22	-49,1%	<a href="#">here</a>
<b>1.A.4.a ii</b>	<b>0,001838</b>	<b>0,001898</b>	<b>0,000060</b>	<b>3,26%</b>	<b><a href="#">here</a></b>
1.A.4.b i	1,126	1,388	0,26	23,3%	<a href="#">here</a>
1.A.4.b ii	0,00029	0,00031	0,00001	4,60%	<a href="#">here</a>
1.A.4.c i	0,050	0,059	0,009	17,8%	<a href="#">here</a>
1.A.4.c ii	0,010	0,013	0,003	30,3%	<a href="#">here</a>
<b>1.A.4.c iii</b>	<b>0,00009</b>	<b>0,00009</b>	<b>0,00000</b>	<b>0,00%</b>	<b><a href="#">here</a></b>
1.A.5.a	0,0042297	0,0042302	0,0000005	0,01%	<a href="#">here</a>
<b>NFR 2 - IPPU</b>	<b>8,85</b>	<b>8,69</b>	<b>-0,16</b>	<b>-1,80%</b>	<b>sub-category chapters</b>
2.A.3	1,16	1,00	-0,16	-13,8%	<a href="#">here</a>
<b>NFR 3 - Agriculture</b>	<b>482,32</b>	<b>482,30</b>	<b>-0,02</b>	<b>-0,003%</b>	<b>sub-category chapters</b>
3.B.1.a	53,81	53,91	0,10	0,19%	<a href="#">here</a>
3.B.1.b	48,55	48,75	0,20	0,41%	<a href="#">here</a>
3.B.3	72,41	72,37	-0,04	-0,05%	<a href="#">here</a>
3.B.4.g i	6,91	6,87	-0,04	-0,63%	<a href="#">here</a>
3.B.4.g ii	8,13	8,11	-0,03	-0,31%	<a href="#">here</a>
3.B.4.g iii	9,07	9,04	-0,03	-0,35%	<a href="#">here</a>
3.B.4.g iv	1,53	1,52	-0,01	-0,92%	<a href="#">here</a>
3.D.a.1	34,87	35,02	0,15	0,44%	<a href="#">here</a>
3.D.a.2.a	167,43	168,12	0,69	0,41%	<a href="#">here</a>
3.D.a.2.b	1,67	1,61	-0,06	-3,85%	<a href="#">here</a>
3.D.a.2.c	54,31	53,83	-0,48	-0,89%	<a href="#">here</a>
3.D.a.3	12,47	12,75	0,29	2,30%	<a href="#">here</a>
3.l	3,18	2,31	-0,86	-27,2%	<a href="#">here</a>
<b>NFR 5 - Waste</b>	<b>3,54</b>	<b>3,78</b>	<b>0,24</b>	<b>6,92%</b>	<b>sub-category chapters</b>
5.B.1	2,02	2,00	-0,02	-1,05%	<a href="#">here</a>
5.B.2	1,52	1,78	0,27	17,5%	<a href="#">here</a>
<b>NFR 6 - Other</b>	<b>8,35</b>	<b>18,21</b>	<b>9,86</b>	<b>118%</b>	<b>sub-category chapters</b>
6.A	8,35	18,21	9,86	118%	