

Appendix 2.4 - POP emissions from mobile combustion sources

This appendix chapter provides additional information regarding the approaches applied for estimating exhaust POP emissions from mobile sources in:

- [Road Transport](#) (1.A.3.b i - iv)
- [Non-road Mobile Machinery](#) in 1.A.2.g vii, 1.A.4.a ii/b ii/c ii, and 1.A.5.b
- [Railways](#) (1.A.3.c)
- [Maritime Vessels and Ships](#) in 1.A.3.d i, 1.A.3.d ii, 1.A.4.c iii and 1.A.5.b
- [Aircraft](#) in 1.A.3.a and 1.A.5.b

Road Transport

For **exhaust emissions of Benzo[a]Pyrene, Benzo[b]Fluoranthene, Benzo[k]Fluoranthene, and Indeno[1,2,3-c,d]Pyrene** the tier2 emission factors as provided in the 2023 EMEP/EEA Guidebook in chapter 1.A.3.b (Update 2024), tables 3-18 to 3-26 are being used:

Table 3-18: Tier 2 exhaust emission factors for passenger cars, NFR 1.A.3.b.i

Type	Technology	PM2.5	ID(1,2,3,cd)P	B(k)F	B(b)F	B(a)P
Units		g/km	g/km	g/km	g/km	g/km
Notes		PM2.5=PM10=TSP				
Petrol Mini	Euro 4 - 98/69/EC II	0.0011	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 5 – EC 715/2007	0.0014	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 6 up to 2016	0.0014	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 6 2017-2019	0.0016	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 6 2020+	0.0016	3.90E-07	2.60E-07	3.60E-07	3.20E-07
Petrol Small	PRE ECE	0.0022	1.03E-06	3.00E-07	8.80E-07	4.80E-07
	ECE 15/00-01	0.0022	1.03E-06	3.00E-07	8.80E-07	4.80E-07
	ECE 15/02	0.0022	1.03E-06	3.00E-07	8.80E-07	4.80E-07
	ECE 15/03	0.0022	1.03E-06	3.00E-07	8.80E-07	4.80E-07
	ECE 15/04	0.0022	1.03E-06	3.00E-07	8.80E-07	4.80E-07
	Open Loop	0.0022	1.03E-06	3.00E-07	8.80E-07	4.80E-07
	Euro 1 - 91/441/EEC	0.0022	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 2 - 94/12/EEC	0.0022	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 3 - 98/69/EC I	0.0011	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 4 - 98/69/EC II	0.0011	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 5 – EC 715/2007	0.0014	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 6 up to 2016	0.0014	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 6 2017-2019	0.0016	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 6 2020+	0.0016	3.90E-07	2.60E-07	3.60E-07	3.20E-07

Diesel Medium	Conventional	0.2209	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 1 - 91/441/EEC	0.0842	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 2 - 94/12/EEC	0.0548	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 3 - 98/69/EC I	0.0391	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 4 - 98/69/EC II	0.0314	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 5 - EC 715/2007	0.0021	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 6 up to 2016	0.0015	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 6 2017-2019	0.0015	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 6 2020+	0.0015	1.62E-06	1.53E-06	1.95E-06	1.74E-06
Diesel Large SUV-Executive	Conventional	0.2209	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 1 - 91/441/EEC	0.0842	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 2 - 94/12/EEC	0.0548	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 3 - 98/69/EC I	0.0391	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 4 - 98/69/EC II	0.0314	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 5 - EC 715/2007	0.0021	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 6 up to 2016	0.0015	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 6 2017-2019	0.0015	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 6 2020+	0.0015	1.62E-06	1.53E-06	1.95E-06	1.74E-06
LPG	Conventional	0.0022	1.00E-08	1.00E-08	0.00E+00	1.00E-08
	Euro 1 - 91/441/EEC	0.0022	1.00E-08	1.00E-08	0.00E+00	1.00E-08
	Euro 2 - 94/12/EEC	0.0022	1.00E-08	1.00E-08	0.00E+00	1.00E-08
	Euro 3 - 98/69/EC I	0.0011	1.00E-08	1.00E-08	0.00E+00	1.00E-08
	Euro 4 - 98/69/EC II	0.0011	1.00E-08	1.00E-08	0.00E+00	1.00E-08
2-Stroke	Conventional	n.a.	1.03E-06	3.00E-07	8.80E-07	4.80E-07
Hybrid Petrol Small	Euro 4 - 98/69/EC II	n.a.	3.9E-07	2.60E-07	3.60E-07	3.20E-07
Hybrid Petrol Medium	Euro 4 - 98/69/EC II	n.a.	3.9E-07	2.60E-07	3.60E-07	3.20E-07
Hybrid Petrol Large	Euro 4 - 98/69/EC II	n.a.	3.9E-07	2.60E-07	3.60E-07	3.20E-07
E85	Euro 4 - 98/69/EC II	0.0011	3.90E-07	2.60E-07	3.60E-07	3.20E-07
CNG	Euro 4 - 98/69/EC II	0.0011	3.90E-07	2.60E-07	3.60E-07	3.20E-07

Table 3-20: Tier 2 exhaust emission factors for light commercial vehicles, NFR 1.A.3.b.ii

Type	Technology	PM2.5	ID(1,2,3,cd)P	B(k)F	B(b)F	B(a)P
Units		g/km	g/km	g/km	g/km	g/km
Notes		PM2.5=PM10 =TSP				
Petrol	Conventional	0.0023	1.03E-06	3.00E-07	8.80E-07	4.80E-07
	Euro 1 - 93/59/EEC	0.0023	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 2 - 96/69/EEC	0.0023	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 3 - 98/69/EC I	0.0011	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 4 - 98/69/EC II	0.0011	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 5 - EC 715/2007	0.0014	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 6 up to 2017	0.0012	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 6 2018-2020	0.0012	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 6 2021+	0.0012	3.90E-07	2.60E-07	3.60E-07	3.20E-07
Diesel	Conventional	0.356	2.54E-06	2.87E-06	3.30E-06	2.85E-06
	Euro 1 - 93/59/EEC	0.117	7.00E-07	1.90E-07	6.00E-07	6.30E-07
	Euro 2 - 96/69/EEC	0.117	7.00E-07	1.90E-07	6.00E-07	6.30E-07
	Euro 3 - 98/69/EC I	0.0783	7.00E-07	1.90E-07	6.00E-07	6.30E-07
	Euro 4 - 98/69/EC II	0.0409	7.00E-07	1.90E-07	6.00E-07	6.30E-07
	Euro 5 - EC 715/2007	0.0010	7.00E-07	1.90E-07	6.00E-07	6.30E-07
	Euro 6 up to 2017	0.0009	7.00E-07	1.90E-07	6.00E-07	6.30E-07
	Euro 6 2018-2020	0.0009	7.00E-07	1.90E-07	6.00E-07	6.30E-07
	Euro 6 2021+	0.0009	7.00E-07	1.90E-07	6.00E-07	6.30E-07

Table 3-22: Tier 2 exhaust emission factors for heavy-duty vehicles, NFR 1.A.3.b.iii

Type	Technology	PM2.5	ID(1,2,3,c d)P	B(k)F	B(b)F	B(a)P
Units		g/km	g/km	g/km	g/km	g/km
Notes		PM2.5=P M10=TS P				
Petrol >3.5 t	Conventional	0.000	1.03E-06	3.00E-07	8.80E-07	4.80E-07
Diesel <=7.5 t	Conventional	0.333	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro I - 91/542/EEC I	0.129	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro II - 91/542/EEC II	0.061	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro III - 2000	0.0566	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro IV - 2005	0.0106	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro V - 2008	0.0106	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro VI	0.0005	1.40E-06	6.09E-06	5.45E-06	9.00E-07
Diesel 7.5 - 16 t	Conventional	0.3344	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro I - 91/542/EEC I	0.201	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro II - 91/542/EEC II	0.104	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro III - 2000	0.0881	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro IV - 2005	0.0161	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro V - 2008	0.0161	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro VI	0.0008	1.40E-06	6.09E-06	5.45E-06	9.00E-07
Diesel 16 - 32 t	Conventional	0.418	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro I - 91/542/EEC I	0.297	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro II - 91/542/EEC II	0.155	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro III - 2000	0.13	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro IV - 2005	0.0239	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro V - 2008	0.0239	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro VI	0.0012	1.40E-06	6.09E-06	5.45E-06	9.00E-07
Diesel >32 t	Conventional	0.491	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro I - 91/542/EEC I	0.358	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro II - 91/542/EEC II	0.194	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro III - 2000	0.151	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro IV - 2005	0.0268	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro V - 2008	0.0268	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro VI	0.0013	1.40E-06	6.09E-06	5.45E-06	9.00E-07

Table 3-24: Tier 2 exhaust emission factors for buses, NFR 1.A.3.b.iii

Type	Technology	PM2.5	ID(1.2.3.cd)P	B(k)F	B(b)F	B(a)F
Units		g/km	g/km	g/km	g/km	g/km
Notes		PM2.5=PM10=TSP				
Urban CNG Buses	Euro I - 91/542/EEC I	0.0200	n.a.	n.a.	n.a.	n.a.
	Euro II - 91/542/EEC II	0.0100	n.a.	n.a.	n.a.	n.a.
	Euro III - 2000	0.0100	3.00E-08	4.00E-08	8.00E-08	5.00E-08
	EEV	0.0050	1.00E-08	1.00E-08	1.00E-08	3.00E-08
Urban Buses Standard	Conventional	0.9090	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro I - 91/542/EEC I	0.4790	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro II - 91/542/EEC II	0.2200	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro III - 2000	0.2070	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro IV - 2005	0.0462	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro V - 2008	0.0462	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro VI	0.0023	1.40E-06	6.09E-06	5.45E-06	9.00E-07
Coaches Standard	Conventional	0.4700	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro I - 91/542/EEC I	0.3620	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro II - 91/542/EEC II	0.1650	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro III - 2000	0.1780	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro IV - 2005	0.0354	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro V - 2008	0.0354	1.40E-06	6.09E-06	5.45E-06	9.00E-07
	Euro VI	0.0018	1.40E-06	6.09E-06	5.45E-06	9.00E-07

Table 3-26: Tier 2 emission factors for L-category vehicles, NFR 1.A.3.b.iv

Type	Technology	PM2.5	ID(1,2,3,cd)P	B(k)F	B(b)F	B(a)P
Units		g/km	g/km	g/km	g/km	g/km
Notes		PM2.5=PM1 0=TSP				
2-stroke <50 cm ³	Conventional	0.176	2.06E-07	6E-08	1.76E-07	9.6E-08
	Mop - Euro 1	0.045	7.8E-08	5.2E-08	7.2E-08	6.4E-08
	Mop - Euro 2	0.026	7.8E-08	5.2E-08	7.2E-08	6.4E-08
	Mop - Euro 3 and on	0.018	7.8E-08	5.2E-08	7.2E-08	6.4E-08
4-stroke <50 cm ³	Conventional	0.176	2.06E-07	6E-08	1.76E-07	9.6E-08
	Mop - Euro 1	0.04	7.8E-08	5.2E-08	7.2E-08	6.4E-08
	Mop - Euro 2	0.007	7.8E-08	5.2E-08	7.2E-08	6.4E-08
	Mop - Euro 3 and on	0.004	7.8E-08	5.2E-08	7.2E-08	6.4E-08
2-stroke >50 cm ³	Conventional	0.16	n.a.	n.a.	n.a.	n.a.
	Mot - Euro 1	0.064	n.a.	n.a.	n.a.	n.a.
	Mot - Euro 2	0.032	n.a.	n.a.	n.a.	n.a.
	Mot - Euro 3 and on	0.0096	n.a.	n.a.	n.a.	n.a.
4-stroke <250 cm	Conventional	0.014	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Mot - Euro 1	0.014	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Mot - Euro 2 and on	0.0035	3.90E-07	2.60E-07	3.60E-07	3.20E-07
4-stroke 250 - 750 cm ³	Conventional	0.014	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Mot - Euro 1	0.014	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Mot - Euro 2 and on	0.0035	3.90E-07	2.60E-07	3.60E-07	3.20E-07
4-stroke >750 cm ³	Conventional	0.014	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Mot - Euro 1	0.014	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Mot - Euro 2 and on	0.0035	3.90E-07	2.60E-07	3.60E-07	3.20E-07
Mini-cars	Conventional	0.250	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 1	0.150	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 2	0.150	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 3	0.150	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 4	0.080	1.62E-06	1.53E-06	1.95E-06	1.74E-06
	Euro 5	0.001	1.62E-06	1.53E-06	1.95E-06	1.74E-06
ATVs	Conventional	0.200	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 1	0.080	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 2	0.040	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 3	0.040	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 4	0.010	3.90E-07	2.60E-07	3.60E-07	3.20E-07
	Euro 5	0.002	3.90E-07	2.60E-07	3.60E-07	3.20E-07

For further information on the actual emission factors derived from these default values and applied in the German emissions inventory, please refer to the overview chapter on [Emissions from Fuel Combustion in Road Vehicles](#).

Regarding PCDD/F, a tier1 EF from (Rentz et al., 2008)¹⁾ is used instead.

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

Table 1: Tier1 default emission factors applied to NRMM

	B[a]P	B[b]F	B[k]F	I[...]P	PAH 1-4	PCDD/F
	[mg/TJ]					[µg/TJ]
Diesel oil	698	1.164	801	184	2,847	1.62 ³
Biodiesel¹	806	1.343	924	212	3,284	1.87
Gasoline fuels - 4-stroke	919	919	90	204	2,131	2.76 ³
Gasoline fuels - 2-stroke²	919	919	90	204	2,131	57.5 ³

LPG (1.A.4.a ii only)	4.35	0.00	4.35	4.35	13.04	NE
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¹ values differ from EFs applied for fossil diesel oil to take into account the specific NCV of biodiesel

² no separate values available for 2-stroke-mix including 1:50 lube oil.

³ tier1 values derived from ²⁾

Railways

For **exhaust emissions of Benzo[a]Pyrene, Benzo[b]Fluoranthene, Benzo[k]Fluoranthene, and Indeno[1,2,3-c,d]Pyrene**, tier1 emission factors as provided in the EMEP/EEA Guidebook 2023 in chapters 1.A.3.c and 1.A.3.b (Update 2024) are applied. Here, as no tier1 defaults are provided for B[k] and I[123cd]P, the values provided for road heavy-duty vehicles are applied instead, as proposed in Table 3-9 in chapter 1.A.3.c of the EMEP/EEA Guidebook 2023.

Table 3-1 Tier 1 emission factors for railways

Tier 1 emission factor					
	Code	Name			
NFR Source Category	1.A.3.c	Railways			
Fuel	Gas Oil/Diesel				
Not applicable	HCH, PCB, HCB				
Not estimated	SOx, Pb, Hg, As, PCDD/F, Benzo(k)fluoranthene, Indeno(1,2,3-cd)pyrene				
Pollutant	Value	Unit	95% confidence interval		Reference
			Lower	Upper	
NOx	52.4	kg/tonne fuel	25	93	Aggregated Tier 2 method
CO	10.7	kg/tonne fuel	6	19	Guidebook (2006)
NMVOC	4.65	kg/tonne fuel	2	8	Guidebook (2006)
NH ₃	0.007	kg/tonne fuel	0.004	0.012	Guidebook (2006)
TSP	1.52	kg/tonne fuel	3	23	Aggregated Tier 2 method
PM10	1.44	kg/tonne fuel	2	16	Aggregated Tier 2 method
PM2.5	1.37	kg/tonne fuel	2	14	Aggregated Tier 2 method
Cd	0.01	g/tonne fuel	0.003	0.025	Guidebook (2006)
Cr	0.05	g/tonne fuel	0.02	0.2	Guidebook (2006)
Cu	1.7	g/tonne fuel	0.5	4.9	Guidebook (2006)
Ni	0.07	g/tonne fuel	0.02	0.2	Guidebook (2006)
Se	0.01	g/tonne fuel	0.003	0.025	Guidebook (2006)
Zn	1	g/tonne fuel	0.3	2.5	Guidebook (2006)
Benzo(a)pyrene	0.03	g/tonne fuel	0.01	0.1	Guidebook (2006)
Benzo(b)fluoranthene	0.05	g/tonne fuel	0.02	0.2	Guidebook (2006)
Benz(a)anthracene	0.08	g/tonne fuel	0.03	0.2	Guidebook (2006)
CO ₂	3140	kg/tonne fuel	3120	3160	Guidebook (2006)
Dibenzo(a,h)anthracene	0.01	g/tonne fuel	0.004	0.03	Guidebook (2006)

Notes

B(k)f & Indeno (1,2,3-cd) pyrene and dioxins emission factor values are not available for railway emissions. It is therefore recommended to use values corresponding to old technology heavy duty vehicles from the Exhaust Emissions from Road Transport chapter (1.A.3.b.iii).

BC fraction of PM (f-BC): 0.65. Source: for further information see Appendix A

Table 3-9: Tier 1 emission factors for B(b)F and B(a)P

Category	Fuel	B(b)F			B(a)P		
		(g/kg fuel)			(g/kg fuel)		
		Mean	Min	Max	Mean	Min	Max
PC	Petrol	7.15E-06	4.08E-06	1.74E-05	5.81E-06	3.63E-06	9.51E-06
	Diesel	3.59E-05	1.72E-05	5.41E-05	3.20E-05	9.39E-06	4.82E-05
	LPG	N/A	N/A	N/A	1.98E-07	1.91E-07	1.98E-07
LCV	Petrol	6.44E-06	3.89E-06	1.51E-05	5.03E-06	3.46E-06	8.25E-06
	Diesel	2.70E-05	1.72E-05	3.82E-05	2.41E-05	9.39E-06	3.41E-05
HDV	Diesel	2.12E-05	1.11E-05	5.30E-05	3.50E-06	1.83E-06	8.76E-06
	CNG (Buses)	1.48E-05	9.82E-06	1.76E-05	2.44E-06	1.62E-06	2.91E-06
L-category	Petrol	1.09E-05	6.01E-06	2.72E-05	8.12E-06	5.34E-06	1.84E-05

From these tier1 defaults, the energy-related EF presented in chapter of this report have been derived and are applied in the German emissions inventory

Table 2: Tier1 default emission factors applied to railway vehicles

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

¹ tier1 default from ³⁾, chapter: 1.A.3.b i-iv - Road transport: exhaust emissions: tier1 value for diesel vehicles

² tier1 default from ⁴⁾, chapter: 1.A.3.c - Railways

³ sum of tier1 default value applied for B[a]P, B[b]F, B[k]F, and I[...]_p

As the EMEP/EEA GB 2023 does not provide a tier1 value for **PCDD/F**, the EF applied here has been derived from a study carried out by Rentz et al. (2008) ⁵⁾ for the German Federal Environment Agency. Furthermore, both **HCB** and **PCBs** emissions are stated as *not applicable* in ⁶⁾, chapter 1.A.3.c Railways, Table 3-1 Tier 1 emission factors for railways.

Inland Vessels and Ships in 1.A.3.d ii

Table 4: Tier1 default emission factors applied to inland ships and vessels

	B[a]P	B[b]F	B[k]F	I[...] _p	PAH 1-4 ²	HCB	PCBs	PCDD/F
	[mg/TJ]							[µg/TJ]
Diesel oil	698 ⁴	1,164 ⁴	801 ⁵	184 ⁵	2,847	1.86 ³	0.88 ³	93.0 ⁷
Biodiesel¹	806	1,343	924	212	3,284	1.02	2.15	107

¹ similar EF for biodiesel applied for all mobile sources; due to lack of better information EF values are derived from conventional diesel oil but taking into account the specific NCV of biodiesel

² sum of tier1 default values applied for B[a]P, B[b]F, B[k]F, and I[1,2,3-c,d]_p

³ tier1 defaults from ⁷⁾, Chapter: 1.A.3.d.i, 1.A.3.d.ii, 1.A.4.c.iii Navigation: Tables 3-1 and 3-2

⁴ tier1 defaults from ⁸⁾, Chapter: 1.A.3.c Railways: Diesel, Table 3-1

⁵ tier1 defaults from ⁹⁾, Chapter: 1.A.3.b.i, 1.A.3.b.ii, 1.A.3.b.iii, 1.A.3.b.iv - Road transport, Table 3-8: HDV, Diesel

Maritime Vessels and Ships in 1.A.3.d i, 1.A.3.d ii, 1.A.4.c iii and 1.A.5.b iii

The following table provides the tier1 EF applied for POPs from ships and vessels in both civil and military operation in NFR categories 1.A.3.d i -International Maritime Navigation, 1.A.3.d ii - National Navigation (Shipping), 1.A.4.c iii -Fishery and 1.A.5.b iii - Other: Military Navigation.

Table 4: Tier1 default emission factors applied to maritime ships and vessels

	B[a]P	B[b]F	B[k]F	I[...] _p	PAH 1-4 ²	HCB	PCBs	PCDD/F
	[mg/TJ]						[µg/TJ]	
Diesel oil	698 ⁴	1,164 ⁴	801 ⁵	184 ⁵	2,847	1.86 ³	0.88 ³	93.0 ⁷
Biodiesel¹	806	1,343	924	212	3,284	2.15	1.02	107
Heavy Fuel oil⁶	741	1,235	849	195	3,020	3.46	14.1	98.7

¹ similar EF for biodiesel applied for all mobile sources; due to lack of better information EF values are derived from conventional diesel oil but taking into account the specific NCV of biodiesel

² sum of tier1 default values applied for B[a]P, B[b]F, B[k]F, and I[1,2,3-c,d]P

³ tier1 defaults from ¹⁰⁾, Chapter: 1.A.3.d.i, 1.A.3.d.ii, 1.A.4.c.iii Navigation: Tables 3-1 and 3-2

⁴ tier1 defaults from ¹¹⁾, Chapter: 1.A.3.c Railways: Diesel, Table 3-1

⁵ tier1 defaults from ¹²⁾, Chapter: 1.A.3.b.i, 1.A.3.b.ii, 1.A.3.b.iii, 1.A.3.b.iv - Road transport, Table 3-8: HDV, Diesel

⁶ derived from default for fossil diesel oil, but adapted to specific NCV of heavy fuel oil

⁷ tier1 value derived from ¹³⁾

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

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

Therefore, the inventory compiler decided to apply the tier1 EF for **PAHs** from gasoline fuel used in non-road mobile machinery here, too. Furthermore, both **HCB** and **PCBs** emissions are stated as *not applicable* in ¹⁴⁾, chapter 1.A.3.a, 1.A.5.b Aviation, Table 3.3 Tier 1 emission factors for NFR 1.A.3.a.ii.(i): Civil aviation (domestic, LTO).

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

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

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

¹⁾, ²⁾, ⁵⁾, ¹³⁾ Rentz et al., 2008: Nationaler Durchführungsplan unter dem Stockholmer Abkommen zu persistenten organischen Schadstoffen (POPs), im Auftrag des Umweltbundesamtes, FKZ 205 67 444, UBA Texte | 01/2008, January 2008 - URL: <https://www.umweltbundesamt.de/en/publikationen/nationaler-durchfuhrungsplan-unter-stockholmer>

³⁾, ⁴⁾, ⁷⁾, ⁸⁾, ⁹⁾, ¹⁰⁾, ¹¹⁾, ¹²⁾, ¹⁴⁾ EMEP/EEA (2019): EMEP/EEA air pollutant emission inventory guidebook 2019, Copenhagen, 2019.