

# FINLAND'S INFORMATIVE INVENTORY REPORT 2023

under the UNECE CLRTAP and the EU NECD

Air Pollutant Emissions 1980-2021

## Part 3 – Transport

MARCH 2023



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Research Centre Finland

**Finland's IIR  
Part 3  
Transport**

Cover page photo for Part 3 Transport: Riku Lumiaho (2015) Lossi (Ferry boat)

## PART 3 TRANSPORT AND OFF-ROAD MOBILE SOURCES (NFR 1A3)

- 3.1 Overview of the sector
- 3.2 Emission trends
- 3.3 Fuel use and use of lubricants
- 3.4 Aviation
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- 3.15 Pipeline compressors
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Sub-chapters included under each NFR subcategory:

*Source category description*

*Emission trend*

*Methodological issues*

*Uncertainty and time series' consistency*

*Source-specific QA/QC and verification*

*Source-specific recalculations including changes in response to the review*

*Source-specific planned improvements*

## 3.1 Overview of the sector

| Changes in chapter |            |
|--------------------|------------|
| January 2023       | KM, KS, TF |

The Transport Sector inventory covers emissions from civil aviation, road transport, railways, navigation and off-road mobile sources, tyre and brake wear, road abrasion and refuelling of cars. Pipeline compressors are also included. The source categories and pollutants included in the transport sector are presented in Table 3.1a.

Table 3.1a Emissions reported under the transport sector

| NFR      | Source  | Description  | Emissions  |
|----------|---|--|--|
| 1A2gvii  | Mobile Combustion in manufacturing industries and construction  | Mobile machinery in manufacturing industries and construction. For details see Table in Section 4.3.2.3.   | NO <sub>x</sub> , NMVOC, SO <sub>x</sub> , NH <sub>3</sub> , TSP, PM <sub>10</sub> , PM <sub>2.5</sub> , BC, CO, Cd, Cr, Cu, Ni, Se, Zn, PAH-4                               |
| 1A3a     | Aviation  | Jet and turboprop powered aircraft (turbine engined fleet) and piston engined aircraft , domestic flights only   | NO <sub>x</sub> , NMVOC, SO <sub>x</sub> , TSP, PM <sub>10</sub> , PM <sub>2.5</sub> , CO  |
| 1A3bi-iv | Road transport: passenger cars, light and heavy duty vehicles, mopeds, motorcycles and motorised quadricycles | Transportation on roads by vehicles with combustion engines: cars, vans, buses, coaches, lorries, articulated vehicles, motorcycles, mopeds and motorised quadricycles | NO <sub>x</sub> , NMVOC, SO <sub>x</sub> , NH <sub>3</sub> , TSP, PM <sub>10</sub> , PM <sub>2.5</sub> , BC, CO, Pb, Cd, Hg, As, Cr, Cu, Ni, Se, Zn, PCDD/F, PAH-4, HCB, PCB |
| 1A3bv    | Road transport: Gasoline evaporation  | Gasoline evaporation from automobiles  | NMVOC  |
| 1A3bvi   | Automobile tyre and brake wear  | PM and heavy metal emissions from automobile tyre and brake wear   | TSP, PM <sub>10</sub> , PM <sub>2.5</sub> , BC, Pb, Cd, As, Cr, Cu, Ni, Se, Zn, PAH-4  |
| 1A3bvii  | Automobile road abrasion  | PM emissions from road abrasion  | TSP, PM <sub>10</sub> , PM <sub>2.5</sub> , BC   |
| 1A3c     | Railways  | Railway transport operated by diesel locomotives   | NO <sub>x</sub> , NMVOC, SO <sub>x</sub> , NH <sub>3</sub> , TSP, PM <sub>10</sub> , PM <sub>2.5</sub> , BC, CO, Cd, Cr, Cu, Ni, Se, Zn, PAH-4                               |
| 1A3dii   | National Navigation (Shipping)  | Sea-going ships (between domestic ports), icebreakers, working boats, cruisers, ferryboats and leisure boats.  | NO <sub>x</sub> , NMVOC, SO <sub>x</sub> , NH <sub>3</sub> , TSP, PM <sub>10</sub> , PM <sub>2.5</sub> , BC, CO, Pb, Cd, Hg, As, Cr, Cu, Ni, Se, Zn, PCDD/F, HCB, PCB        |
| 1A4aii   | Commercial and institutional (mobile)   | Mobile machinery. For details see Table in Section 4.3.2.3.  | NO <sub>x</sub> , NMVOC, SO <sub>x</sub> , NH <sub>3</sub> , TSP, PM <sub>10</sub> , PM <sub>2.5</sub> , BC, CO, Cd, Cr, Cu, Ni, Se, Zn, PAH-4                               |
| 1A4bii   | Residential: Household and gardening (mobile)   | Mobile machinery. For details see Table in Section 4.3.2.3.  | NO <sub>x</sub> , NMVOC, SO <sub>x</sub> , NH <sub>3</sub> , TSP, PM <sub>10</sub> , PM <sub>2.5</sub> , BC, CO, Cd, Cr, Cu, Ni, Se, Zn, PAH-4                               |
| 1A4cii   | Agriculture, forestry and fishing: Off-road vehicles and other machinery                                      | Mobile machinery. For details see Table in Section 4.3.2.3.  | NO <sub>x</sub> , NMVOC, SO <sub>x</sub> , NH <sub>3</sub> , TSP, PM <sub>10</sub> , PM <sub>2.5</sub> , BC, CO, Se, Cd, Cr, Cu, Ni, Se, Zn, PAH-4                           |
| 1A4ciii  | Agriculture, forestry and fishing: National fishing   | Fishing boats  | NO <sub>x</sub> , NMVOC, SO <sub>x</sub> , NH <sub>3</sub> , TSP, PM <sub>10</sub> , PM <sub>2.5</sub> , BC, CO, Pb, Cd, Hg, As, Cr, Cu, Ni, Se, Zn, PCDD/F, HCB, PCB        |
| 1A5a     | Other Stationary (including military)   | Military mobile sources are included in this category together with some stationary sources  | NO <sub>x</sub> , NMVOC, SO <sub>x</sub> , TSP, PM <sub>10</sub> , PM <sub>2.5</sub> , BC, CO, As, Cd, Cr, Cu, Hg, Ni, Pb, Zn, Se, PCDD/F, PAH-4                             |

Key categories and the tier level of methods used to estimate emissions are presented in Table 3.1b

Table 3.1b Key categories and tier level of methods for the Transport sector inventory

| NFR     | Fuel       | NH <sub>3</sub>   | Tier | NO <sub>x</sub>  | Tier | SO <sub>x</sub> | Tier | NMVOC  | Tier | CO     | Tier |
|---------|------------|-------------------|------|------------------|------|-----------------|------|--------|------|--------|------|
| 1A2gvii | Liquid     |                   |      | L1               | 3    |                 |      |        |      |        |      |
| 1A3bi   | Diesel oil |                   |      | L1, T1           | 3    |                 |      |        |      |        |      |
| 1A3bi   | Gasoline   | T1                | 3    | L1, T1           | 3    |                 |      | T1     | 3    | L1, T1 | 3    |
| 1A3bii  | Diesel oil |                   |      | L1, T1           | 3    |                 |      |        |      |        |      |
| 1A3biii | Diesel oil |                   |      | L1, T1           | 3    |                 |      | T1     | 3    |        |      |
| 1A3bv   |            |                   |      |                  |      |                 |      | L1, T1 | 2    |        |      |
| 1A3c    | Liquid     |                   |      | L1               | 3    |                 |      |        |      |        |      |
| 1A3dii  | Liquid     |                   |      | L1               | 3    |                 |      | L1     | 3    | L1, T1 | 3    |
| 1A4aii  | Liquid     |                   |      |                  |      |                 |      | T1     | 3    | L1     | 3    |
| 1A4bii  | Liquid     |                   |      |                  |      |                 |      | L1     | 3    | L1, T1 | 3    |
| 1A4cii  | Liquid     |                   |      | L1, T1           | 3    |                 |      | L1     | 3    |        |      |
| 1A4ciii | Liquid     |                   |      | L1               | 3    |                 |      |        |      |        |      |
| 1B2av   |            |                   |      |                  |      |                 |      | L1     | 3    |        |      |
| NFR     | Fuel       | PM <sub>2.5</sub> | Tier | PM <sub>10</sub> | Tier | TSP             | Tier | BC     | Tier |        |      |
| 1A2gvii | Liquid     | L1                | 3    |                  |      |                 |      | L1, T1 | 1    |        |      |
| 1A3bi   | Diesel oil | T1                | 3    | T1               | 3    | T1              | 3    | T1     | 1    |        |      |
| 1A3bii  | Diesel oil |                   |      |                  |      |                 |      | L1     | 1    |        |      |
| 1A3biii | Diesel oil | T1                | 3    | T1               | 3    | T1              | 3    | T1     | 1    |        |      |
| 1A3bvi  |            | L1, T1            | 2    | L1, T1           | 2    | L1, T1          | 2    | L1, T1 | 2    |        |      |
| 1A3bvii |            | L1, T1            | 2    | L1, T1           | 2    | L1, T1          | 2    |        |      |        |      |
| 1A3dii  | Liquid     | L1                | 3    |                  |      |                 |      |        |      |        |      |
| 1A4cii  | Liquid     | T1                | 3    | T1               | 3    | T1              | 3    | T1     | 3    |        |      |
| NFR     | Fuel       | Pb                | Tier | Cd               | Tier | Hg              | Tier | As     | Tier | Cr     | Tier |
| 1A3bi   | Gasoline   | T1                | 3    |                  |      |                 |      |        |      |        |      |
| 1A3bvi  |            |                   |      |                  |      |                 |      |        |      | L1, T1 | 2    |
| NFR     | Fuel       | Cu                | Tier | Ni               | Tier | Se              | Tier | Zn     | Tier |        |      |
| 1A3bvi  |            | L1, T1            | 2    |                  |      |                 |      | L1, T1 | 2    |        |      |
| NFR     | Fuel       | PCDD/F            | Tier | PAHs             | Tier | HCB             | Tier | PCB    | Tier |        |      |
| 1A3bi   | Gasoline   | T1                | 3    |                  |      |                 |      |        |      |        |      |

### National characteristics

Emissions from the transport sector in Finland are affected by specific national circumstances such as

- (1) winter-time conditions, which require use of studded tyres
- (2) long distances and transport-intensive industries
- (3) travel to and from free-time residences

NOTE: Fuel based emissions from road transport, navigation, railroads and non-road vehicles and machinery are calculated in the national model for transport LIPASTO using Guidebook 2019 emission factors. The unit emissions page on LIPASTO website (<http://www.lipasto.vtt.fi/en/index.htm>) does not show EFs used in the inventory but are used in different purposes than the emissions inventory.

## 3.2 Emission trends

| Changes in chapter |                |
|--------------------|----------------|
| February 2023      | AL, KM, KS, TF |

Transport sector emission trends in 1990-2020 by pollutants and the main transport modes from the national transport sector calculation system LIPASTO are presented in Figure 3.1(a). Transport sector emission trends by pollutants in 1980-2020 as reported under the UNECE CLRTAP are presented in Figure 3.1(b).

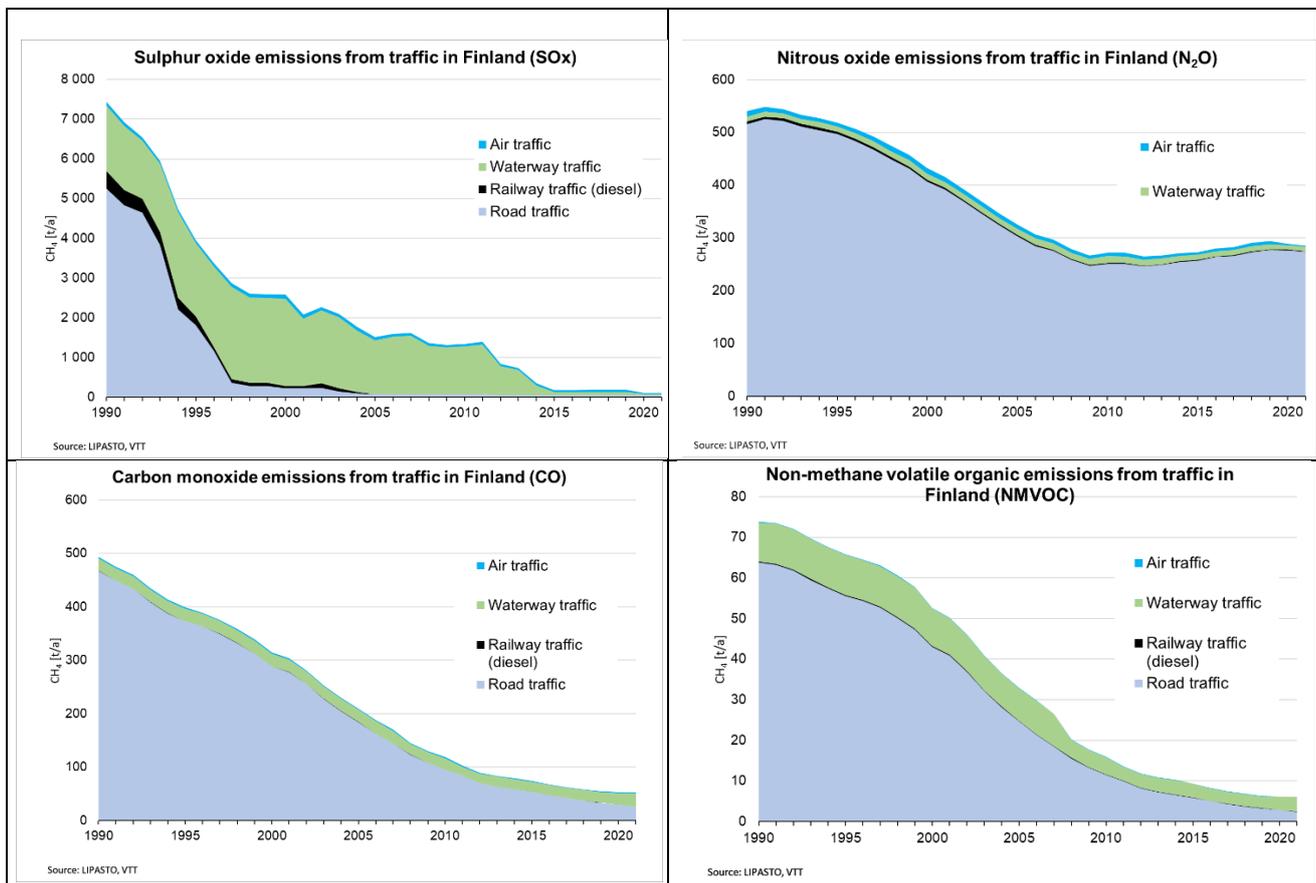
Emissions from the transport sector have been decreasing although fuel consumption is increasing, except for off-road machinery, which is growing for the volume of the machinery. Emissions of sulphur oxides and lead have decreased due to the reduced contents in fuels and implementation of catalysts and filters have removed nitrogen oxide and particle emissions and reduced carbon monoxide.

For gasoline passenger cars emission regulations were introduced in Finland in the beginning of 1991 although cars equipped with catalysts were already sold earlier. The Euro 5 standard introduced in September 2009 requires implementation of catalysts. Catalysts and filters in road transport include

- Diesel Oxidation Catalytic converter (*DOC*) reduces the share of CO and HC in exhaust gases.
- Particle filters, especially in diesel cars
- Motor management systems can be adjusted to low particle and NOx levels
- NOx catalyst in diesel cars
- Selective catalytic reduction (*SCR*) for reduced NOx emissions (AdBlue)

Since the beginning of 2015, based on the EU Sulphur Directive, ships in the Baltic Sea and North Sea have used fuels including maximum 0.1% sulphur, or as an alternative, they need to install scrubbers to reduce 90% of sulphur emissions. In the Baltic Sea area, the highest allowed sulphur content before 2015 was 1%.

The significant reduction in most emissions of air and waterway traffic for the year 2020 is due to COVID-19. CO and NMVOC emissions in waterway traffic are increased because leisure boat traffic dominates the emission shares for these emissions and leisure boating did not suffer from COVID restrictions in Finland.



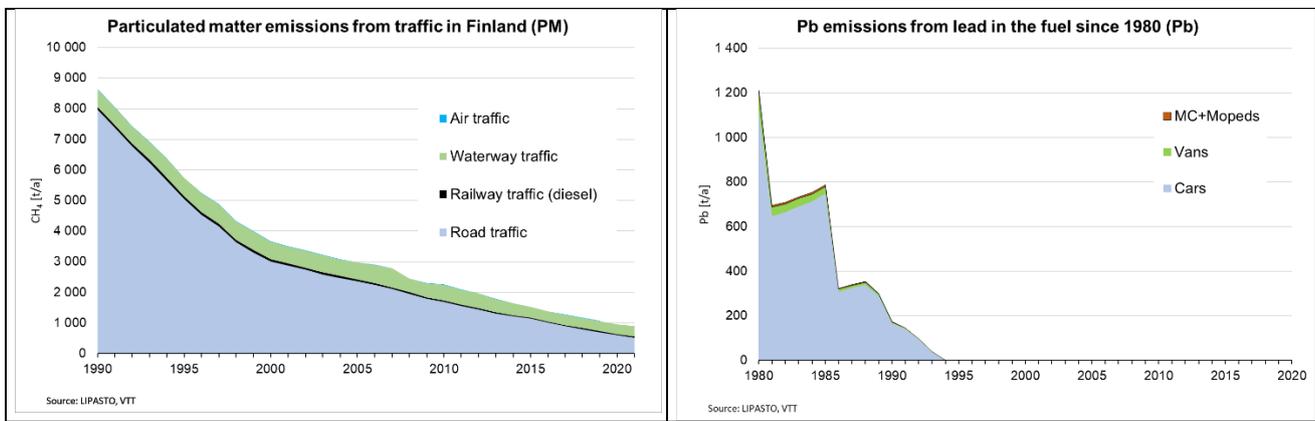


Figure 3.1 (a). Emission trends from fuel combustion in Transport 1980/90-2021 in the LIPASTO system.

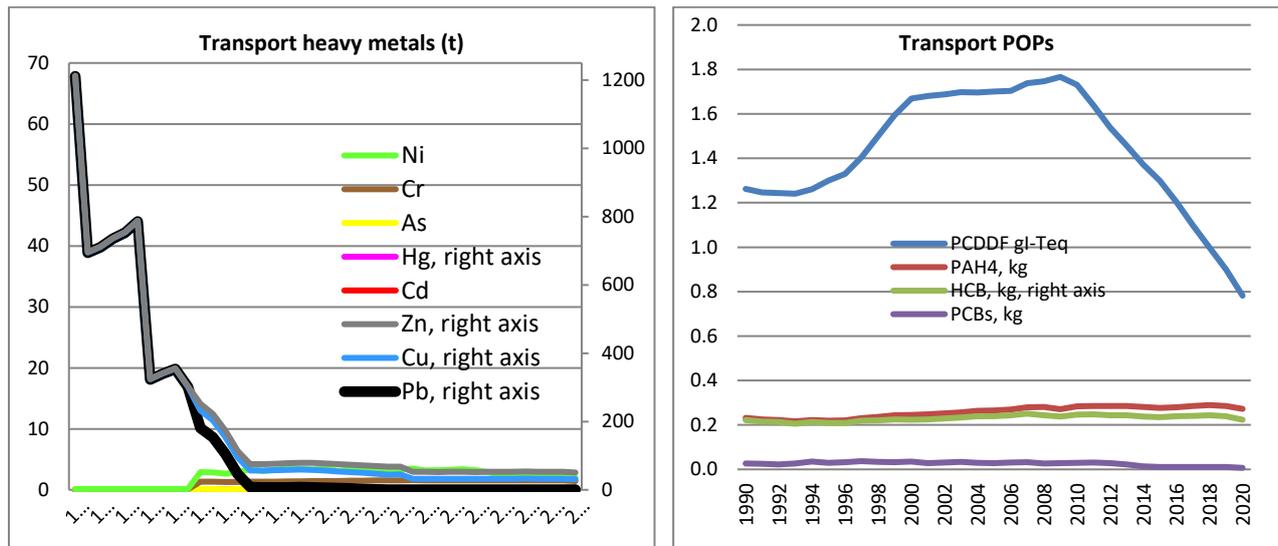


Figure 3.1 (b) Heavy metal and POP emissions from the transport sector 1980-2020

### 3.3 Fuel use and Use of lubricants

| Changes in chapter |                |
|--------------------|----------------|
| February 2023      | AL, KM, KS, TF |

#### Fuel consumption

In the 1990's the growth of emissions from road transport was slow in Finland compared to many other Annex I countries, mainly due to the economic recession in the early 1990s had on transport. Also, the worldwide economic downturn that began in 2008 decreased the kilometrage of all transport modes.

An overview of transport sector energy consumption 1990-2019 is presented in Table 3.2 (a).

There have been some changes in legislation and fuel tax decisions concerning the use of diesel oil and gasoil over time. A new fuel product, non-road gasoil, was introduced during 2005. Non-road gasoil is technically the same fuel as diesel oil but has lower taxes and includes a Euromarker to allow monitoring of illegal use. Recently, the situation has changed again. Almost all gasoil is presently sold under the title "sulphur free gasoil", which is in practise the same product as non-road-gasoil. In this report, we use the terminology "non-road-gasoil" to describe the use of gasoil in diesel engines in off-road vehicles and other machinery and domestic navigation (wherever it is allowed to use lower taxed

gasoil instead of higher taxed diesel oil). In leisure boats, the use of diesel oil (instead of gasoil) was made obligatory from the beginning of 2008.

### Bio-shares of transport fuels (Statistics Finland 2023)

Increasing amounts of biogenic additives or biofuels are mixed in road transport fuels. Use of blended bio-gasoline (ethanol) started from 2002 and of blended biodiesel from 2007. Due to the expiration of the periodic deduction of fuel tax, there was no consumption of bioethanol in 2005, but in 2006 bioethanol re-entered the market. Data of other biogenic compounds, like ETBE (ETBE = ethyl tert-butyl ether, a bioethanol-based gasoline component), are not available for 2002 to 2007. Data on blended and pure biofuels from 2008 to 2015 was collected by Finnish Customs. Data from 2016 to 2020 was collected by Tax Administration and data from 2021 by Energy authority. These data include the following biofuels and bio-components:

- Bioethanol, BTL-gasoline, bio-shares of ETBE, TAAE and THxEE
- Biodiesel and synthetic renewable diesel (mostly BTL-diesel, bioshare of FAME)
- Bio-gasoil mixed in the non-road gasoil (mostly BTL-diesel, bioshare of FAME)

The time series on biogas data starting from 2002 are available in the Energy statistics. The consumption of biofuels is originally included in the total sales data of gasoline, diesel oil and gasoil which was prior to 2018 received from Petroleum and Biofuels Association both for the LIPASTO system and for the ILMARI system by Statistic Finland. Since the operation of Petroleum and Biofuels Association ended in 2018, Statistics Finland has been responsible for this oil statistics data collection. The shares of biofuels are in the ILMARI system based on data received from Finnish Customs, Tax administration and/or Energy authority. From 2013 until 2020 the bio-share of gasoil decreased to 0.1-0.2%. Because the share is so low, Statistics Finland decided to allocate this bio-share into road transport instead of non-road use. In 2021 bioshares of gasoline and diesel oil were 8.8% and 22.1% respectively (calculated from TJ). The share of biogas (incl. LBG) in road transport gas consumption was 56% in 2021. The bioshare of gasoil was 3.3% in 2021.

Energy consumption in the Transport sector is presented in Table 3.2(a) and the amounts of bio-components in liquid fuels in Table 3.2(b).

The bio-shares of fuels were included for the first time in the NFR table of the 2019 submission. Note that the liquid and gaseous fuel figures of transport categories in the NFR tables also include the bio-components. The bio-components have been calculated based on bio-share data from Statistics Finland to be presented separately in the NFR tables.

*Table 3.2 (a) Fuel consumption (PJ) in the transport sector in 1990-2021 (IPTJ, Statistics Finland and VTT Technical Research Centre Finland 2023)*

|  | 1990 | 1995 | 2000 | 2005 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016  | 2017 | 2018 | 2019 | 2020 | 2021 |
|--|------|------|------|------|------|------|------|------|------|------|-------|------|------|------|------|------|
| <b>Civil aviation</b>                  |      |      |      |      |      |      |      |      |      |      |       |      |      |      |      |      |
| Aviation gasoline                      | 0.11 | 0.08 | 0.08 | 0.04 | 0.04 | 0.04 | 0.03 | 0.03 | 0.03 | 0.03 | 0.02  | 0.02 | 0.03 | 0.03 | 0.03 | 0.03 |
| Jet kerosene                           | 5.15 | 3.51 | 5.11 | 4.09 | 3.07 | 3.43 | 2.85 | 2.44 | 2.45 | 2.42 | 2.46  | 2.61 | 2.89 | 2.83 | 1.17 | 1.05 |
| <b>Road transportation</b>             |      |      |      |      |      |      |      |      |      |      |       |      |      |      |      |      |
| Gasoline                               | 80.1 | 76.1 | 70.7 | 74.0 | 61.4 | 57.9 | 56.0 | 56.1 | 54.8 | 55.6 | 55.2  | 53.2 | 52.4 | 51.2 | 47.3 | 47.6 |
| Diesel oil                             | 67.1 | 62.3 | 76.2 | 85.8 | 96.5 | 97.5 | 96.7 | 96.0 | 84.0 | 83.8 | 100.7 | 93.9 | 96.8 | 92.5 | 88.0 | 81.3 |
| Natural gas                            | NO   | NO   | 0.00 | 0.11 | 0.20 | 0.17 | 0.18 | 0.15 | 0.16 | 0.16 | 0.17  | 0.10 | 0.15 | 0.24 | 0.44 | 0.47 |
| Liquid biofuels                        | NO   | NO   | NO   | NO   | 5.34 | 8.04 | 7.94 | 9.41 | 20.7 | 20.6 | 7.29  | 16.2 | 15.2 | 17.8 | 16.4 | 27.7 |
| Gaseous biofuels                       | NO    | 0.12 | 0.15 | 0.24 | 0.44 | 0.47 |
| <b>Railways</b>                        |      |      |      |      |      |      |      |      |      |      |       |      |      |      |      |      |
| Gasoil                                 | 2.58 | 2.61 | 2.17 | 1.73 | 1.30 | 1.37 | 1.34 | 1.26 | 1.15 | 0.93 | 0.87  | 0.91 | 0.98 | 0.95 | 0.87 | 0.97 |
| Liquid biofuels                        | NO   | NO   | NO   | NO   | 0.02 | 0.03 | 0.01 | NO   | NO   | NO   | NO    | NO   | NO   | NO   | NO   | 0.03 |
| <b>Navigation and national fishing</b> |      |      |      |      |      |      |      |      |      |      |       |      |      |      |      |      |
| Residual oil                           | 1.56 | 1.79 | 2.23 | 1.74 | 1.74 | 1.85 | 1.64 | 1.23 | 0.64 | 0.45 | 0.41  | 0.43 | 0.44 | 0.47 | 0.24 | 0.17 |
| Gasoil                                 | 4.89 | 4.57 | 4.72 | 4.67 | 4.73 | 4.71 | 4.51 | 4.86 | 4.71 | 4.94 | 4.64  | 4.80 | 4.83 | 4.98 | 3.84 | 3.88 |
| Gasoline                               | 1.80 | 1.88 | 1.94 | 1.92 | 1.63 | 1.22 | 1.25 | 1.39 | 1.35 | 1.42 | 1.37  | 1.35 | 1.36 | 1.36 | 1.57 | 1.72 |
| Diesel oil                             | NO   | NO   | NO   | NO   | 0.52 | 0.46 | 0.52 | 0.51 | 0.35 | 0.35 | 0.39  | 0.35 | 0.35 | 0.34 | 0.38 | 0.35 |
| Liquid biofuels                        | NO   | NO   | NO   | NO   | 0.13 | 0.15 | 0.12 | 0.10 | 0.14 | 0.14 | 0.09  | 0.13 | 0.13 | 0.15 | 0.18 | 0.34 |
| <b>Off-road working machinery</b>      |      |      |      |      |      |      |      |      |      |      |       |      |      |      |      |      |
| Motor gasoline                         | 3.11 | 3.20 | 3.60 | 3.84 | 3.30 | 3.41 | 3.51 | 3.56 | 3.48 | 3.37 | 3.24  | 3.06 | 2.96 | 2.85 | 2.75 | 2.63 |
| Gasoil                                 | 29.4 | 28.3 | 30.4 | 30.7 | 31.1 | 29.5 | 31.6 | 31.2 | 30.6 | 29.5 | 28.2  | 29.9 | 30.0 | 29.8 | 29.9 | 29.0 |
| Liquid gas                             | 0.31 | 0.26 | 0.21 | 0.25 | 0.19 | 0.20 | 0.19 | 0.19 | 0.18 | 0.17 | 0.16  | 0.16 | 0.15 | 0.16 | 0.16 | 0.17 |
| Liquid biofuels                        | NO   | NO   | NO   | NO   | 0.63 | 0.76 | 0.45 | 0.17 | 0.18 | 0.16 | 0.16  | 0.19 | 0.20 | 0.20 | 0.22 | 1.25 |
| <b>Other transportation</b>            |      |      |      |      |      |      |      |      |      |      |       |      |      |      |      |      |
| Natural gas                            | 0.04 | 0.45 | 0.58 | 0.76 | 0.50 | 0.26 | 0.28 | 0.21 | 0.20 | 0.07 | 0.16  | 0.05 | 0.12 | 0.12 | 0.02 | 0.12 |

Table 3.2 (b) Amount of bio-components of transport fuels (TJ) (IPTJ and Technical Research Centre Finland 2023)

|      | Gasoline | Diesel oil | Gasoil | Natural gas |
|------|----------|------------|--------|-------------|
| 2008 | 2 649    | 475        | NO     | NO          |
| 2009 | 3 184    | 2 484      | 302    | NO          |
| 2010 | 2 985    | 2 591      | 539    | NO          |
| 2011 | 3 797    | 4 541      | 626    | NO          |
| 2012 | 3 974    | 4 296      | 245    | NO          |
| 2013 | 2 854    | 6 820      | IE     | NO          |
| 2014 | 3 030    | 18 005     | IE     | NO          |
| 2015 | 2 901    | 18 036     | IE     | NO          |
| 2016 | 3 004    | 4 538      | IE     | NO          |
| 2017 | 3 585    | 12 937     | IE     | 116         |
| 2018 | 3 741    | 11 775     | IE     | 154         |
| 2019 | 3 918    | 14 184     | IE     | 241         |
| 2020 | 4 148    | 12 619     | IE     | 436         |
| 2021 | 5 002    | 23 206     | 1 103  | 469         |

IE = included in diesel oil

The classification of fuels and their properties is presented at Statistics Finland's website [http://tilastokeskus.fi/tup/khkinv/khkaasut\\_polttoaineluokitus.html](http://tilastokeskus.fi/tup/khkinv/khkaasut_polttoaineluokitus.html) (see the English language tables).

## Use of lubricants

Emissions from (2-stroke and 4-stroke) lubricants in fuels are included in the emission factors. The estimates of amounts of 2-stroke lubricants (Table 3.3 (a)) have been calculated for road transport, commercial, residential and agriculture non-road machinery and leisure boats from the gasoline consumption figures available from the LIPASTO system. The amounts have been calculated by assuming maximum 2.5% oil mix in gasoline. The estimates of amounts of 4-stroke lubricants (Table 3.3 (b)) for road transport have been calculated by utilizing the mean CO<sub>2</sub> emission factors from combustion of lubricant oil presented in table 3-13 in the road transport chapter of the EMEP/EEA emission inventory guidebook 2019.

Table 3.3 (a). Amount of lubricant consumption in 2-stroke engines. (IPTJ, Statistics Finland 2023)

|  | 1990 | 1995 | 2000 | 2005 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| <b>2-stroke engine lubricant consumption, kt</b> |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Road transport                                   | 0.2  | 0.2  | 0.2  | 0.3  | 0.3  | 0.3  | 0.3  | 0.3  | 0.3  | 0.3  | 0.3  | 0.3  | 0.3  | 0.2  | 0.2  | 0.2  |
| Commercial non-road machinery                    | 0.5  | 0.6  | 0.8  | 0.8  | 0.6  | 0.5  | 0.5  | 0.5  | 0.5  | 0.4  | 0.4  | 0.3  | 0.3  | 0.2  | 0.2  | 0.2  |
| Residential non-road machinery                   | 0.5  | 0.6  | 0.7  | 0.7  | 0.8  | 0.8  | 0.8  | 0.8  | 0.8  | 0.7  | 0.6  | 0.5  | 0.5  | 0.5  | 0.4  | 0.4  |
| Agriculture non-road machinery                   | 0.4  | 0.3  | 0.2  | 0.2  | 0.2  | 0.3  | 0.3  | 0.2  | 0.2  | 0.2  | 0.2  | 0.3  | 0.3  | 0.3  | 0.3  | 0.3  |
| Leisure boats                                    | 0.6  | 0.6  | 0.7  | 0.7  | 0.6  | 0.5  | 0.4  | 0.4  | 0.4  | 0.4  | 0.4  | 0.4  | 0.4  | 0.4  | 0.4  | 0.5  |

Table 3.3 (b). Amount of lubricant consumption in 4-stroke engines. (IPTJ, Statistics Finland 2023)

|  | 1990 | 1995 | 2000 | 2005 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| <b>4-stroke engine lubricant consumption, kt</b> |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Road transport, passenger cars                   | 6.1  | 5.7  | 5.5  | 6.1  | 6.2  | 6.1  | 6.1  | 6.1  | 6.1  | 6.0  | 6.0  | 5.9  | 5.9  | 5.8  | 5.4  | 5.3  |
| Road transport, light duty vehicles              | 0.7  | 0.6  | 0.6  | 0.6  | 0.6  | 0.6  | 0.6  | 0.6  | 0.7  | 0.7  | 0.6  | 0.7  | 0.7  | 0.7  | 0.6  | 0.6  |
| Road transport, heavy duty vehicles              | 0.8  | 0.7  | 1.0  | 1.1  | 1.1  | 1.2  | 1.1  | 1.1  | 1.1  | 1.1  | 1.1  | 1.1  | 1.2  | 1.2  | 1.1  | 1.2  |
| Road transport, L-category vehicles              | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.1  | 0.1  | 0.1  | 0.1  |

## 3.4 Aviation

| Changes in chapter |                |
|--------------------|----------------|
| February 2023      | AL, KM, KS, TF |

### 1 A 3 a i (i) International aviation (LTO)

### 1 A 3 a ii (i) Civil aviation (Domestic, LTO)

#### Source category description

The contribution of the category to total emissions is presented in Tables 3.4 a and b.

Table 3.4 (a) Contribution of NFR 1A3ai(i) in 2021 to total emissions

| Pollutant                             | Emissions in 2021 | Unit | Share of total emissions % |
|---------------------------------------|-------------------|------|----------------------------|
| NO <sub>x</sub> (as NO <sub>2</sub> ) | 0.270             | Gg   | 0.3                        |
| NMVOC                                 | 0.029             | Gg   | <0.1                       |
| SO <sub>x</sub> (as SO <sub>2</sub> ) | 0.016             | Gg   | <0.1                       |
| PM <sub>2.5</sub>                     | 0.002             | Gg   | <0.1                       |
| PM <sub>10</sub>                      | 0.002             | Gg   | <0.1                       |
| TSP                                   | 0.002             | Gg   | <0.1                       |
| BC                                    | 0.001             | Gg   | <0.1                       |
| CO                                    | 0.228             | Gg   | <0.1                       |

Table 3.4 (b) Contribution of NFR 1A3aii(i) in 2021 to total emissions

| Pollutant                             | Emissions in 2021 | Unit | Share of total emissions % |
|---------------------------------------|-------------------|------|----------------------------|
| NO <sub>x</sub> (as NO <sub>2</sub> ) | 0.065             | Gg   | <0.1                       |
| NMVOC                                 | 0.009             | Gg   | <0.1                       |
| SO <sub>x</sub> (as SO <sub>2</sub> ) | 0.005             | Gg   | <0.1                       |
| PM <sub>2.5</sub>                     | <0.001            | Gg   | <0.1                       |
| PM <sub>10</sub>                      | <0.001            | Gg   | <0.1                       |
| TSP                                   | <0.001            | Gg   | <0.1                       |
| BC                                    | <0.001            | Gg   | <0.1                       |
| CO                                    | 0.194             | Gg   | <0.1                       |
| Pb                                    | 0.056             | Mg   | 0.4                        |

#### Emission trend

Variations in fuel consumption and emissions are caused by variations in the number of flights, flight hours as well as changes in the fleet of aircraft. The economic recession in the early 1990's decreased the number of flights. In the late 1990s, the demand on domestic air transport and the number of commercial flights increased. During the 2000s, the overall emission trends have been decreasing, partly due to renewed fleet and the years after 2008 due to the recession that started in 2008. The significant reduction in all emissions for the year 2020 is due to COVID-19.

After the flight numbers have started to increase, there is clear increase in NO<sub>x</sub> emissions although the domestic carrier has several low-NO<sub>x</sub> –engine equipped aircrafts.

The emission trends of NO<sub>x</sub>, NMVOC, SO<sub>x</sub>, CO, NH<sub>3</sub>, Pb and particles from aviation are presented in Figure 3.2.

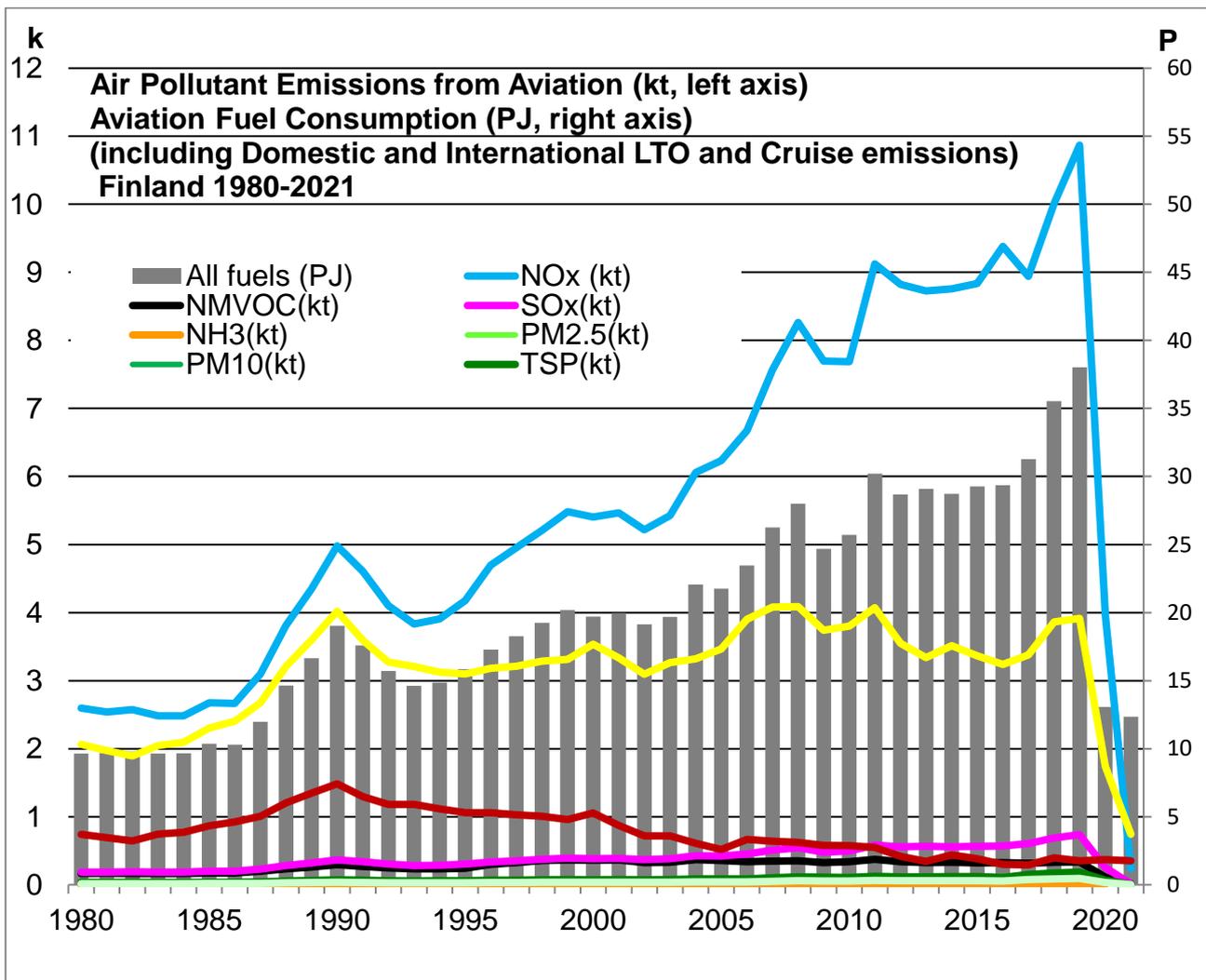


Figure 3.2. An overview of aviation emissions and fuel use 1980-2021.

#### Domestic aviation

Emissions from civil aviation include all domestic civil aviation: jet and turboprop powered aircraft (turbine-engined fleet in air transport) and piston engined aircraft (mostly general aviation). Helicopters are not included in the calculations of civil aviation as a separate category due to the small number of flights and lack of emission factors. However, the fuel consumption of helicopters is included under NFR 1.A.5 (part of jet fuel consumption). These emissions were neither covered by the earlier estimates of FINAVIA.

#### International aviation

International LTO and Cruise emissions include all aircrafts in international aviation.

International aviation volumes to and from Finland have been in constant increase since the late 1980s, while there have been some periods of decrease in the early 1990's and in the beginning of the 2000s.

The emission trends of NO<sub>x</sub>, NMVOC, SO<sub>x</sub>, CO, NH<sub>3</sub>, Pb and particles are presented by NFR category in Figures 3.3 a-d.

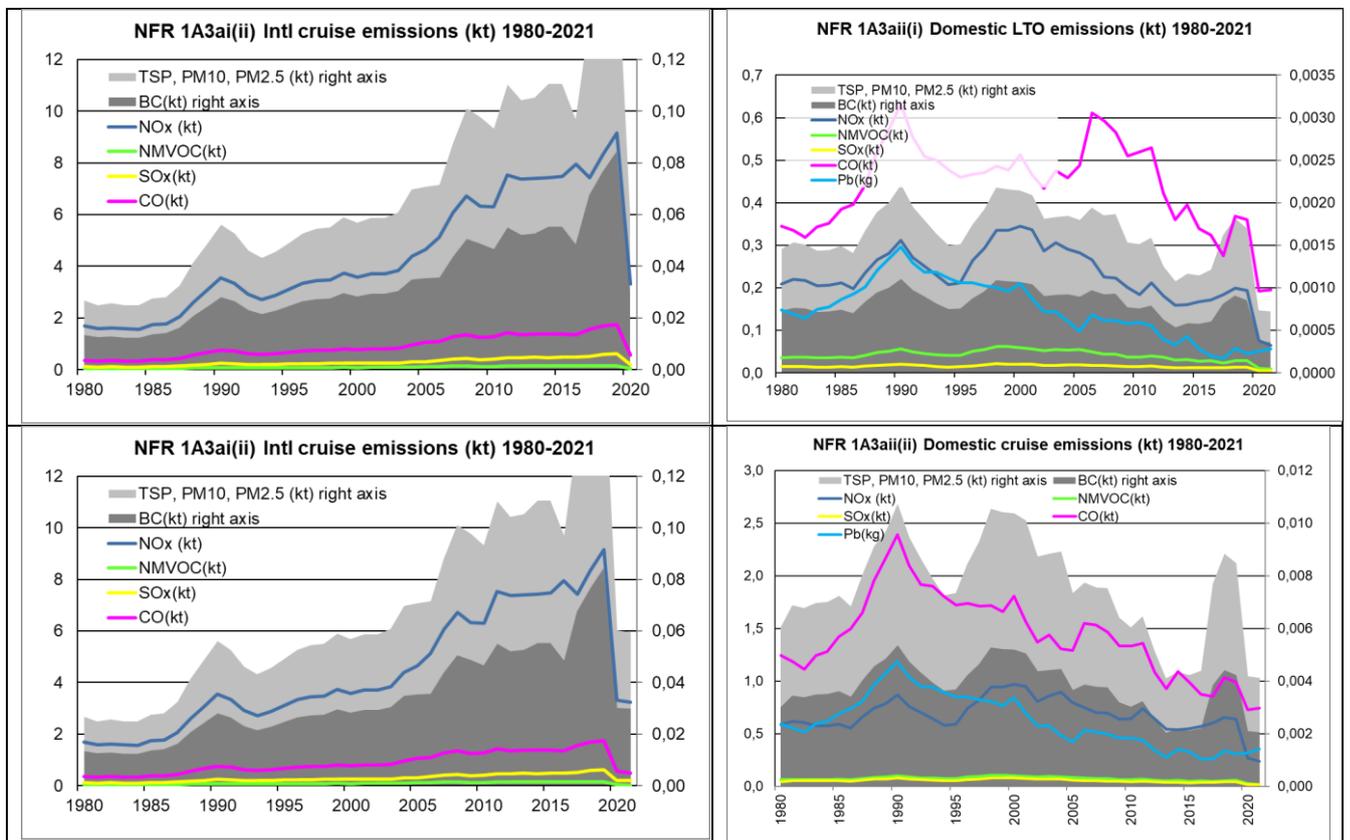


Figure 3.3 a-d: NFR category specific emission trends in aviation 1980-2021

## Methodological issues

### Previous method

Calculation of aviation emissions until the year 2009 was carried out by the Finnish Civil Aviation Administration (Finavia). Activity data used in the calculation was from Finavia as well as the split between the national and international aviation emissions, which was based on the share of departure and arrival information of the total flight data (coefficients between 0.3 - 0.4). The calculations were based on traffic statistics, aircraft performance data and aircraft engine emission factors of each flight segment from the ICAO (International Civil Aviation Organisation) database. The description of the methodology was provided under the LIPASTO sub-model for aviation (ILMI, 2008).

In accordance with the Guidelines, international aviation fuel emissions were not included in national totals. In this system international aviation (LTO and Cruise) values included only the flight segments inside the Finnish Flight Information Region (almost similar to the Economic Region of Finland), not the whole flight or the overflights within Finland. LTO emissions included taxi in, take-off, approach and taxi out (approximately < 1000 m altitude). Cruise emissions included climb-out, cruise and descent (approximately > 1000 m altitude).

Finavia did not prepare the inventory for years after 2010 for 2008 but started discussion with EUROCONTROL on possibilities to move the calculation of aviation emissions to be carried out through a data system maintained by EUROCONTROL. As the project by EUROCONTROL did not fully reach an accuracy level that could be used in reporting of national aviation emissions, a modified calculation was continued for the period 2009-2014 at SYKE. This was based on shares of LTO and Cruise emissions in domestic and international aviation from the CRF tables in the Finnish greenhouse gas inventory under the UNFCCC.

### *The revised method since the 2017 submission*

Aviation emissions since the 2017 submission have been calculated with a national Aviation emissions calculation model on the basis of EUROCONTROL data and national statistics on fuel use. The model is maintained by Statistics Finland and shared with VTT/Finnish Environment Institute to include air pollutant emissions. Finavia experts supported the adoption of the new model.

The recalculation uses national fuel statistics for 1980-2021 and EUROCONTROL fuel and emissions data by EU Member State for the period 2005-2021. The estimates by EUROCONTROL do not cover the following sources: non-scheduled flights, such as training, rescue and hobby flights, and it neither reflects local taxi times at the airports.

For the 2019 submission, the EUROCONTROL fuel use data was corrected with information in national statistics for domestic aviation as presented in Table 3.5.

The EUROCONTROL data is calculated with a Tier 3 methodology applying the Advanced Emissions Model (AEM). The EUROCONTROL emission calculation system description is available at (<http://forum.eionet.europa.eu/eionet-air-climate/library/aviation-fuel-and-emissions-data/2016> ).

Emissions from domestic aviation 1980-2004 and partly until 2008 have been calculated in the calculation model maintained for those years by Finavia. The new national Aviation emissions calculation model is based on fuel shares for different aircraft types from the EUROCONTROL data since 2005. Slight differences (3-10%) between the Eurocontrol jet fuel data and fuel data received from FINAVIA for 2005-2010 have been identified and considered reasonable as the latest changes in the fleet had not been fully updated in the earlier Finavia system.

For piston-engined aircraft using aviation gasoline fuel data is based on the earlier model and corrected with changes in flight hours because EUROCONTROL data cannot be used as its coverage is very low for these aircraft.

Statistics Finland has corrected the data provided in the EUROCONTROL model to match with the national fuel statistics as explained in the Finnish NIR.

Description of the calculation model maintained by Finavia for 1980-2008 and the current calculation method is presented in the Finnish NIR (p. 98).

### *Emission factors*

EMEP/EEA Emission Inventory Guidebook 2019 emission factors are used in the calculation of NO<sub>x</sub>, NMVOC, NH<sub>3</sub>, SO<sub>x</sub>, CO and particle emissions (TSP, PM<sub>10</sub>, PM<sub>2.5</sub> and BC).

### *Lead emissions*

For the calculation of lead emissions from avgas volumes presented in Table 3.5, the domestic emission factor of 0.013443936 t/TJ was used. The EF is based on the known mix of avgas qualities, including low leaded, used in the country.

Table 3.5 Fuel use in Aviation 1980-2021

| Year | Domestic fuels |      |           |      |           |      |           |     | International Fuels |      |           |       |
|------|----------------|------|-----------|------|-----------|------|-----------|-----|---------------------|------|-----------|-------|
|      | Jet fuel       |      | Jet fuel  |      | Avgas     |      | Avgas     |     | Jet fuel            |      | Jet fuel  |       |
|      | LTO            |      | Cruise    |      | LTO       |      | Cruise    |     | LTO                 |      | Cruise    |       |
|      | TJ (43.3)      | kt   | TJ (43.3) | kt   | TJ (43.3) | kt   | TJ (43.3) | kt  | TJ (43.3)           | kt   | TJ (43.3) | kt    |
| 1980 | 730            | 16.9 | 2 312     | 53.4 | 11.0      | 0.25 | 44.1      | 1.0 | 527                 | 12.2 | 6 011     | 138.8 |
| 1985 | 739            | 17.1 | 2 779     | 64.2 | 12.9      | 0.29 | 51.5      | 1.2 | 571                 | 13.2 | 6 211     | 143.4 |
| 1990 | 1 082          | 25.0 | 4 072     | 94.0 | 22.1      | 0.51 | 88.3      | 2.0 | 1 093               | 25.2 | 12 674    | 292.7 |
| 1995 | 737            | 17.0 | 2 772     | 64.0 | 15.7      | 0.36 | 63.0      | 1.4 | 1 181               | 27.3 | 11 073    | 255.7 |
| 2000 | 1 073          | 24.8 | 4 036     | 93.2 | 15.7      | 0.36 | 62.8      | 1.4 | 1 713               | 39.6 | 12 813    | 295.9 |
| 2005 | 951            | 22.0 | 3 144     | 72.6 | 7.3       | 0.17 | 31.2      | 0.7 | 1 656               | 38.2 | 15 970    | 368.8 |
| 2006 | 934            | 21.6 | 2 882     | 66.6 | 10.2      | 0.23 | 39.5      | 0.9 | 1 676               | 38.7 | 17 922    | 413.9 |
| 2007 | 875            | 20.2 | 2 705     | 62.5 | 9.2       | 0.21 | 38.6      | 0.9 | 1 822               | 42.1 | 20 795    | 480.3 |
| 2008 | 868            | 20.1 | 2 614     | 60.4 | 9.2       | 0.21 | 37.1      | 0.8 | 1 872               | 43.2 | 22 610    | 522.2 |
| 2009 | 780            | 18.0 | 2 404     | 55.5 | 8.7       | 0.20 | 34.2      | 0.8 | 1 849               | 42.7 | 19 600    | 452.7 |
| 2010 | 758            | 17.5 | 2 309     | 53.3 | 8.9       | 0.20 | 34.0      | 0.8 | 1 919               | 44.3 | 20 670    | 477.4 |
| 2011 | 838            | 19.3 | 2 589     | 59.8 | 8.2       | 0.19 | 32.4      | 0.7 | 2 182               | 50.4 | 24 548    | 566.9 |
| 2012 | 689            | 15.9 | 2 163     | 49.9 | 5.9       | 0.13 | 25.3      | 0.6 | 2 061               | 47.6 | 23 739    | 548.2 |
| 2013 | 602            | 13.9 | 1 834     | 42.4 | 4.9       | 0.11 | 20.4      | 0.5 | 2 025               | 46.8 | 24 604    | 568.2 |
| 2014 | 604            | 14.0 | 1 847     | 42.7 | 6.4       | 0.15 | 26.4      | 0.6 | 2 047               | 47.3 | 24 193    | 558.7 |
| 2015 | 605            | 14.0 | 1 812     | 41.8 | 4.2       | 0.10 | 24.3      | 0.6 | 2 054               | 47.4 | 24 764    | 571.9 |
| 2016 | 616            | 14.2 | 1 846     | 42.6 | 3.0       | 0.07 | 19.1      | 0.4 | 2 136               | 49.3 | 24 744    | 571.4 |
| 2017 | 639            | 14.7 | 1 971     | 45.5 | 2.5       | 0.06 | 19.2      | 0.4 | 2 314               | 53.4 | 26 339    | 608.3 |
| 2018 | 704            | 16.3 | 2 184     | 50.4 | 4.3       | 0.10 | 25.0      | 0.6 | 2 592               | 59.9 | 30 035    | 693.6 |
| 2019 | 685            | 15.8 | 2 143     | 49.5 | 3.3       | 0.08 | 22.7      | 0.5 | 2 720               | 62.8 | 32 446    | 749.3 |
| 2020 | 260            | 6.0  | 910       | 21.0 | 3.8       | 0.09 | 23.6      | 0.5 | 896                 | 20.7 | 10 978    | 253.5 |
| 2021 | 239            | 5.5  | 814       | 18.8 | 4.2       | 0.10 | 26.3      | 0.6 | 814                 | 18.8 | 10 444    | 241.2 |

## Uncertainties

Uncertainties are presented in Annex 7 of the IIR.

## QA/QC and verification

Normal statistical quality checking related to assessment of magnitude and trends has been carried out. At present, no verification has been carried out for the specific source-sector emissions.

## Recalculations and source-specific improvements

2018

- Ammonia and lead emissions as well as all particle sizes and BC were included for the whole time series.

2021

- All emissions for the whole time series were recalculated due to update of fuel data in the EUROCONTROL data

2023

- All emissions for 2017 to 2020 were recalculated due to updates in the EUROCONTROL calculation system. These updates resulted also in the recalculation of NMVOC emissions in domestic aviation for the years until 2004.

- Particle emissions in international aviation were recalculated for 2005 following the recommendation in 2022 NECD inventory review. As a result of the corrections made to the 2005 calculation, the emissions for the earlier years were also corrected and recalculated.

### Source-specific planned improvements

- The possibility to add additional heavy metal and POP emissions will be studied for future years.

## 3.5 Road transport

| Changes in chapter |                         |
|--------------------|-------------------------|
| February 2023      | AL, KS, TF, KM, KG, JMP |

|                  |   |
|------------------|---|
| <b>1A3bi</b>     | <b>Road transport: Passenger cars</b>           |
| <b>1A3bii</b>    | <b>Road transport: Light duty vehicles</b>      |
| <b>1A3biii</b>   | <b>Road transport: Heavy duty vehicles</b>      |
| <b>1A3biv</b>    | <b>Road transport: Mopeds &amp; motorcycles</b> |
| <b>1 A 3 b v</b> | <b>Road transport: Gasoline evaporation</b>     |

### The national model for Transport sector emissions – LIPASTO

Emissions from the road transport, navigation, railways and off-road machinery are calculated in the detailed LIPASTO calculation system, which is maintained and developed by VTT Technical Research Centre of Finland <http://lipasto.vtt.fi/en/inventaarioe.htm>

Road transport includes emissions from fuel combustion, road abrasion, tyre and brake wear and NMVOC emissions from gasoline evaporation.

All emission factors have been updated to the 2020 submission to those presented in Guidebook 2019.

### Source category description

The contribution of the category to total emissions is presented in Tables 3.6a-d.

Table 3.6a Contribution of NFR 1A3bi in 2021 to total emissions

| Pollutant                             | Emissions in 2021 | Unit | Share of total emissions % |
|---------------------------------------|-------------------|------|----------------------------|
| NO <sub>x</sub> (as NO <sub>2</sub> ) | 9.912             | Gg   | 9.5                        |
| NMVOC                                 | 1.082             | Gg   | 1.3                        |
| SO <sub>x</sub> (as SO <sub>2</sub> ) | 0.023             | Gg   | 0.1                        |
| NH <sub>3</sub>                       | 0.593             | Gg   | 1.9                        |
| PM <sub>2.5</sub>                     | 0.202             | Gg   | 1.4                        |
| PM <sub>10</sub>                      | 0.202             | Gg   | 0.7                        |
| TSP                                   | 0.202             | Gg   | 0.5                        |
| BC                                    | 0.101             | Gg   | 3.0                        |
| CO                                    | 18.762            | Gg   | 5.6                        |
| Pb                                    | 0.002             | Mg   | <0.1                       |
| Cd                                    | <0.001            | Mg   | <0.1                       |
| Hg                                    | 0.014             | Mg   | 2.7                        |
| As                                    | <0.001            | Mg   | <0.1                       |
| Cr                                    | 0.013             | Mg   | <0.1                       |

|            |        |         |      |
|------------|--------|---------|------|
| Cu         | 0.009  | Mg      | <0.1 |
| Ni         | 0.003  | Mg      | <0.1 |
| Se         | <0.001 | Mg      | <0.1 |
| Zn         | 0.052  | Mg      | <0.1 |
| PCDD/ PCDF | 0.458  | g I-Teq | 4.2  |
| PAH-4      | 0.083  | Mg      | 0.4  |
| HCB        | 0.114  | kg      | 0.5  |
| PCB        | <0.001 | kg      | <0.1 |

Table 3.6b Contribution of NFR 1A3bii in 2021 to total emissions

| Pollutant                 | Emissions in 2021 | Unit    | Share of total emissions % |
|---------------------------|-------------------|---------|----------------------------|
| NOx (as NO <sub>2</sub> ) | 3.908             | Gg      | 3.7                        |
| NMVOG                     | 0.228             | Gg      | 0.3                        |
| SOx (as SO <sub>2</sub> ) | 0.003             | Gg      | <0.1                       |
| NH <sub>3</sub>           | 0.011             | Gg      | <0.1                       |
| PM <sub>2.5</sub>         | 0.184             | Gg      | 1.3                        |
| PM <sub>10</sub>          | 0.184             | Gg      | 0.7                        |
| TSP                       | 0.184             | Gg      | 0.4                        |
| BC                        | 0.101             | Gg      | 3.0                        |
| CO                        | 1.539             | Gg      | 0.5                        |
| Pb                        | <0.001            | Mg      | <0.1                       |
| Cd                        | <0.001            | Mg      | <0.1                       |
| Hg                        | 0.002             | Mg      | 0.3                        |
| As                        | <0.001            | Mg      | <0.1                       |
| Cr                        | 0.003             | Mg      | <0.1                       |
| Cu                        | 0.002             | Mg      | <0.1                       |
| Ni                        | <0.001            | Mg      | <0.1                       |
| Se                        | <0.001            | Mg      | <0.1                       |
| Zn                        | 0.006             | Mg      | <0.1                       |
| PCDD/ PCDF                | 0.152             | g I-Teq | 1.4                        |
| PAH-4                     | 0.017             | Mg      | <0.1                       |
| HCB                       | 0.019             | kg      | <0.1                       |
| PCB                       | <0.001            | kg      | <0.1                       |

Table 3.6c Contribution of NFR 1A3biii in 2021 to total emissions

| Pollutant                 | Emissions in 2021 | Unit    | Share of total emissions % |
|---------------------------|-------------------|---------|----------------------------|
| NOx (as NO <sub>2</sub> ) | 7.976             | Gg      | 7.6                        |
| NMVOG                     | 0.226             | Gg      | 0.3                        |
| SOx (as SO <sub>2</sub> ) | 0.014             | Gg      | <0.1                       |
| NH <sub>3</sub>           | 0.030             | Gg      | <0.1                       |
| PM <sub>2.5</sub>         | 0.118             | Gg      | 0.8                        |
| PM <sub>10</sub>          | 0.118             | Gg      | 0.4                        |
| TSP                       | 0.118             | Gg      | 0.3                        |
| BC                        | 0.062             | Gg      | 1.8                        |
| CO                        | 2.082             | Gg      | 0.6                        |
| Pb                        | <0.001            | Mg      | <0.1                       |
| Cd                        | <0.001            | Mg      | <0.1                       |
| Hg                        | 0.008             | Mg      | 1.5                        |
| As                        | <0.001            | Mg      | <0.1                       |
| Cr                        | 0.012             | Mg      | <0.1                       |
| Cu                        | 0.008             | Mg      | <0.1                       |
| Ni                        | <0.001            | Mg      | <0.1                       |
| Se                        | <0.001            | Mg      | <0.1                       |
| Zn                        | 0.026             | Mg      | <0.1                       |
| PCDD/ PCDF                | 0.062             | g I-Teq | 0.6                        |
| PAH-4                     | 0.114             | Mg      | 0.6                        |
| HCB                       | 0.088             | kg      | 0.4                        |
| PCB                       | <0.001            | kg      | <0.1                       |

Table 3.6d Contribution of NFR 1A3biv in 2021 to total emissions

| Pollutant                 | Emissions in 2021 | Unit | Share of total emissions % |
|---------------------------|-------------------|------|----------------------------|
| NOx (as NO <sub>2</sub> ) | 0.177             | Gg   | 0.2                        |
| NMVOG                     | 0.885             | Gg   | 1.1                        |

|                           |        |         |      |
|---------------------------|--------|---------|------|
| SOx (as SO <sub>2</sub> ) | <0.001 | Gg      | <0.1 |
| NH <sub>3</sub>           | 0.002  | Gg      | <0.1 |
| PM <sub>2.5</sub>         | 0.018  | Gg      | 0.1  |
| PM <sub>10</sub>          | 0.018  | Gg      | <0.1 |
| TSP                       | 0.018  | Gg      | <0.1 |
| BC                        | 0.005  | Gg      | 0.1  |
| CO                        | 3.398  | Gg      | 1.0  |
| Pb                        | <0.001 | Mg      | <0.1 |
| Cd                        | <0.001 | Mg      | <0.1 |
| Hg                        | <0.001 | Mg      | <0.1 |
| As                        | <0.001 | Mg      | <0.1 |
| Cr                        | <0.001 | Mg      | <0.1 |
| Cu                        | <0.001 | Mg      | <0.1 |
| Ni                        | <0.001 | Mg      | <0.1 |
| Se                        | <0.001 | Mg      | <0.1 |
| Zn                        | 0.001  | Mg      | <0.1 |
| PCDD/ PCDF                | 0.017  | g I-Teq | 0.2  |
| PAH-4                     | 0.001  | Mg      | <0.1 |
| HCB                       | 0.002  | kg      | <0.1 |
| PCB                       | <0.001 | kg      | <0.1 |

## **Emission trends**

The consumption of diesel and gasoline increased by about 1 PJ per year during the 1970's and 1980's. Then the consumption fell rapidly from 1990 onwards due to recession. Diesel consumption returned to the pre-recession growth rate, but gasoline consumption has decreased, on average, by 1 PJ per year since the 1991 record-high level. Had the consumption of both fuels followed the pre-recession growth rate, without the decrease of the early 1990's, then the current level of consumption would give comparable percentage growth rates to those observed for other countries. The economic recession of the early 1990's explains why road traffic kilometrage (mileage) did not increase as rapidly in Finland as in other countries. Since 1990 traffic volumes have increased although slower than in many other industrialised countries due to recession in the early 1990s. The market share of public transport in proportion to the total volume of passenger transport decreased steadily since 1990 until 1997. The significant reduction in all emissions for the year 2020 is due to COVID-19.

From 2008 onwards, the emissions have decreased due to many simultaneous different factors, both societal and legislative.

- A new prolonged economic depression decreased kilometrage
- The fuel consumption of cars has decreased due to EU CO<sub>2</sub> limits set to the car manufacturers
- A national car tax reform based on CO<sub>2</sub> emissions caused a dramatic transition from gasoline to diesel cars and decreased CO<sub>2</sub> emissions in 2009.
- Biofuels have lowered the CO<sub>2</sub> emissions but there are strong yearly fluctuations in the bio-shares of diesel oil. While gasoline has a technical limit for the maximum ethanol blend, diesel has no technical limit for HVO fuels. This fact is used for the bio-share obligations i.e. to increase the bio-share in diesel oil when needed. The fuel suppliers are allowed high yearly fluctuations in the bio component mix as long as the long-term trend fulfils the legislative targets.

Passenger car fuel consumption per vehicle has lowered steadily since 2008. For heavy vehicles, fuel consumption has stayed rather stable.

Emission trends for NO<sub>x</sub>, SO<sub>x</sub>, NMVOC and NH<sub>3</sub> are presented in Figure 3.4. All emissions except ammonia are currently decreasing. The trends in emissions have continued downwards because of the prolonged economic downturn and due to the still tightening emission standards (e.g. use of SCR technology in diesel vehicles significantly reduces NO<sub>x</sub> emissions).

In the case of ammonia, vast majority of the emissions originate from gasoline passenger cars equipped with catalytic converters. Ammonia was formed extensively in Euro 1 and Euro 2 cars, which led to a sharp increase in ammonia emissions from passenger cars in the 1990s. Successive Euro classes have seen significant reductions in emissions resulting in lower passenger car emissions. The rapid increase in ammonia emissions from heavy duty vehicles from 2010 onwards is due to the urea

additive used in SCR diesel technology, which has become the main technology since Euro 5. The increase in ammonia emissions from light duty vehicles (almost all diesel vehicles) from 2010 is due to the same deployment of SCR technology as in heavy duty vehicles.

The economic recession in the early 1990's slowed down the increase of fuel use, which, however, grew per 2 PJ per year during 1970-1980's. In the latest years there has been a growing share of biofuels in road transport. The intended purpose for the introduction of biofuels is to limit greenhouse gas emission as the annually driven kilometrage is growing. Passenger car use has been growing steadily. The energy efficiency of new registered cars began to improve in the 1990s. Since 1995 the consumption of diesel has grown while the consumption of gasoline has decrease by 1 PJ per year since the 1990's.

Fuel consumption is presented in Figure 3.5 and the road kilometrage in Table 3.9. The results of the recalculated energy use by vehicle category are presented in Figure 3.6 and in details on the website of LIPASTO [http://lipasto.vtt.fi/en/aliisa/aliisa\\_results.htm](http://lipasto.vtt.fi/en/aliisa/aliisa_results.htm) .

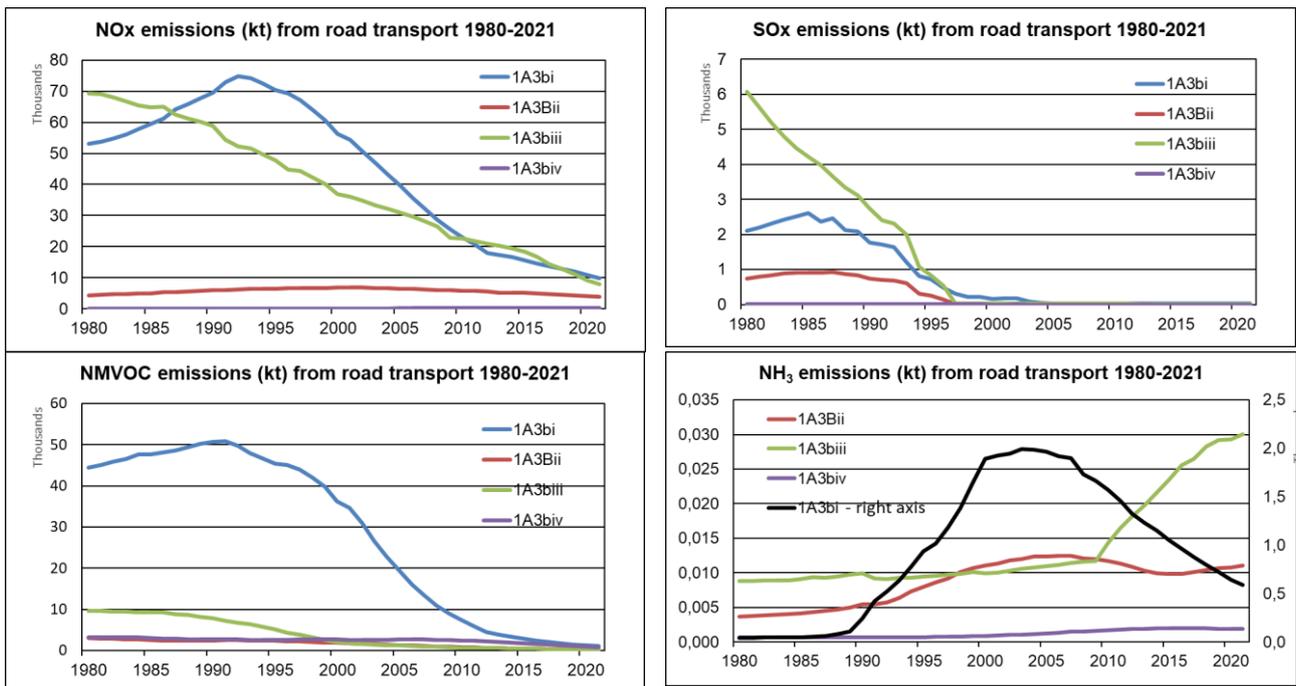


Figure 3.4. NO<sub>x</sub>, SO<sub>x</sub>, NMVOC and NH<sub>3</sub> emissions from road transport 1980-2020

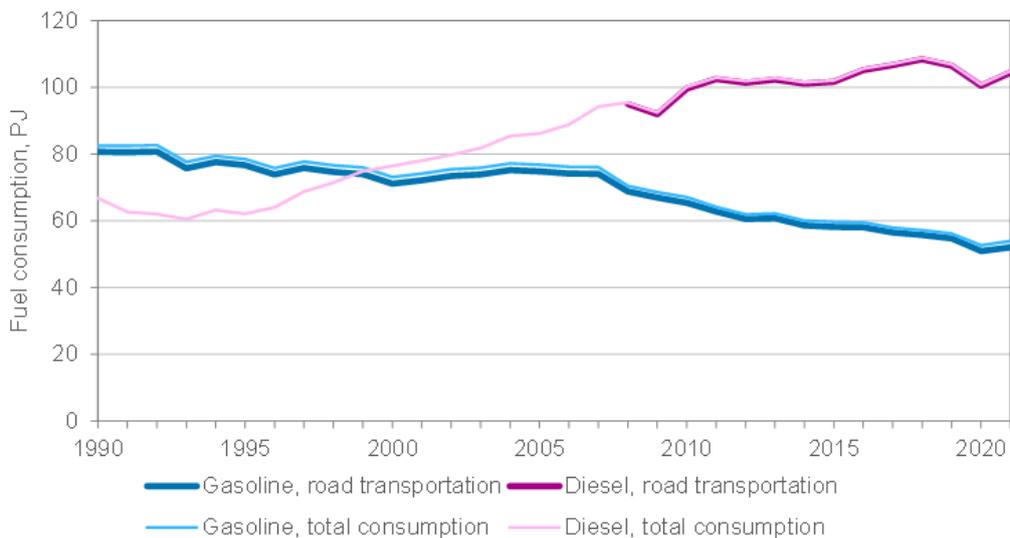


Figure 3.5 Consumption of diesel oil and gasoline (including bioshares) in road transportation in 1970 to 2020 (Energy Statistics, Statistics Finland, NIR 2023)

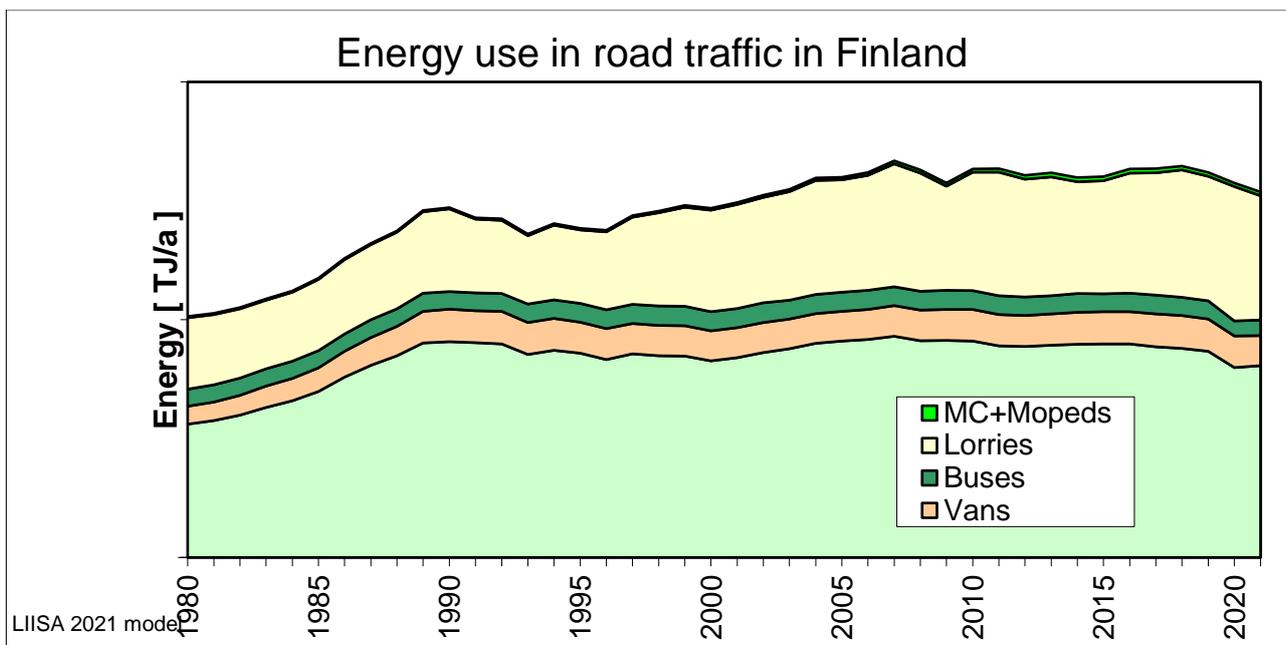


Figure 3.6 Energy use by vehicle category (LIPASTO, VTT 2023)

### Methodological issues

| Changes in chapter |                    |
|--------------------|--------------------|
| February 2023      | AL, KS, TF, KM, KG |

#### LIISA submodel of the LIPASTO calculation system

Emissions from transportation are calculated using the national calculation system for transport emissions, LIPASTO ([www.lipasto.vtt.fi](http://www.lipasto.vtt.fi)). The LIISA sub-model of LIPASTO calculates fuel-based emissions from road transport: NO<sub>x</sub>, SO<sub>2</sub>, NMVOC, CO<sub>2</sub>, CH<sub>4</sub>, CO, Pb, TSP, PM<sub>2.5</sub>, PM<sub>10</sub>, BC, Cd, Hg, As, Cr, Cu, Ni, Se, Zn, PCDD/ PCDF, PAHs, HCB and PCB for the years 1980–2050.

In the latest version of the LIISA calculation model the emission factors are from EMEP EEA Guidebook 2019. The full description of the LIISA model is available online [http://www.lipasto.vtt.fi/liisa/liisa\\_menetelma.pdf](http://www.lipasto.vtt.fi/liisa/liisa_menetelma.pdf), currently only in Finnish. The LIISA model also includes new vehicle technologies (FFV, gas, electric vehicles etc. as described in paragraph Methodological Issues) and for example urea additive AdBlue.

#### Basis of calculation

The emission calculation is based on annual kilometrage (km/a) per vehicle type (NO<sub>x</sub>, SO<sub>2</sub>, NMVOC, CO<sub>2</sub>, CH<sub>4</sub>, CO, TSP, PM<sub>2.5</sub>, PM<sub>10</sub>, BC, PCDD/ PCDF and PCB). The emission factors are classified according to the emission standards (Euro0-Euro6 classes) and include degradation of vehicles. Also cold start of vehicles is taken into account. The calculation follows the 2006 IPCC Guidelines for National Greenhouse Gas Inventories and the EMEP/EEA Emission Inventory Guidebook 2019.

CO<sub>2</sub> and SO<sub>2</sub> as well as Cd, Hg, As, Cr, Cu, Ni, Se, Zn, PAHs and HCB emissions are calculated from fuel consumption of road vehicles and emission factors. The definition of consumption of fuel on the country level is based on fuel sales.

## *Fuels*

Road traffic in Finland uses basically two different fuels, reformulated gasoline and diesel oil. Besides road traffic use, the gasoline sold in Finland is also used in working machines and leisure boats. Diesel fuel sold in Finland is used almost exclusively by road traffic. Starting from year 2008 diesel has been used also as fuel in leisure boats. The amounts of fuels (gasoline and diesel) used for other purposes than road transport is deducted from the total sales of fuels before the emission calculation. Fuels used for other purposes than road traffic are calculated by separate models. The amount of fuel imported in fuel tanks of vehicles from other countries is estimated to be small. The emission factors are a sum of hot driving, idle and cold start-ups.

## *Kilometrage (mileage)*

The kilometrage [km/a] data for automobiles consist of two main categories: kilometrage on public roads (roads governed by the Finnish Transport Infrastructure Agency and kilometrage on streets (governed by municipalities).

Automobile kilometrage on public roads consists of aggregated kilometres driven by five vehicle types (cars, vans, buses and coaches, lorries and articulated vehicles) on four road types (main roads in built-up areas, classified roads in built-up areas, main roads in rural areas and classified roads in rural areas) in six speed limit classes (50, 60, 70, 80, 100 and 120 km/h). These data allow detailed calculations to be performed on a smaller area than a country because the detailed data in the model are on the municipality level. For nation-wide calculations the kilometrage is summed up. An essential part of defining the total annual kilometrage is the annual analysis of the odometer readings available from the Periodic Technical Inspection Centres and done by Statistics Finland.

Street kilometrage is based on a total kilometrage (km/a) estimation made by the Finnish Transport Infrastructure Agency and crosschecked by the studies made at inspection stations. The estimated street kilometrage data are further divided into street types (main street, collector street, residential street, local plan road) based on information from traffic calculations in some cities.

Both public road and street mileage are divided according to the vehicle technology for every vehicle type: vehicles without catalytic converters, with catalytic converters, FFV, diesel, gas (CNG), PHEV(BE), PHEV(DI), BEV and Hydrogen. Road traffic kilometrage in Finland is presented in Table 3.9.

## *Vehicle fleet model ALIISA and the kilometrage*

The source of the number, types and age of vehicles is the Finnish vehicle register (data obtained from Statistics Finland, the register is maintained by the Finnish Transport Communications Agency, Traficom).

The division of kilometrage by vehicle types and technologies is done by an ALIISA model, which is a vehicle fleet model and sub-model to LIISA. The ALIISA model has 45 different vehicle types including gasoline, diesel, FFV (Flexible-fuel vehicle), ED95 (ethanol-diesel vehicle), gas, PHEV (plug-in hybrid electric vehicle), BEV (battery electric vehicle) and FCEV (fuel cell electric vehicle, hydrogen). Besides kilometrage, the ALIISA model comprises data on vehicle sales, fleet, fuel consumption, biofuels, energy and CO<sub>2</sub> emissions. All this forecasted to 2050. The ALIISA model ensures that all foreseeable technologies can be included in the emission calculations. Furthermore, kilometrage is divided according to vehicle age (model year).

Motorcycle and moped kilometrage is specified in a separate model using the number of motorcycles and mopeds and estimation of yearly kilometrage of each two-wheel types on two road types (roads and streets). mopeds have only one engine type but kilometrage is further divided according to different emission standards (Euro 0 to Euro 5). Motorcycles have two main types of engines, two-stroke and four-stroke. Kilometrage is divided into these main types and further to three engine volumes (under 250 ccm, 251-750 ccm and over 750 ccm) and according to emission standards (Euro 0 to Euro 5). Also, L6e class (diesel, moped car, quadricycle) is included in this category.

## Fuels sold

Total fuel sales are from statistics compiled by the Finnish Petroleum and Biofuels Association until summer 2020 and Statistics Finland from autumn 2020 on. These data are compared to and supplemented with the data received from Tax administration. Fuel sales statistics are very accurate in Finland because national fuel sales correspond well with the fuel used in Finland. Gasoline used in road transport in Finland was 51.0 PJ and in leisure boats and working machines 4.7 PJ (8.4% of total sales) in 2020. Diesel fuel used in road transport was 100.5 PJ and in leisure boats 0.4 PJ (0.4% of total sales). Biodiesel and bio-gasoline are included in these figures.

The amount of gasoline used in other purposes than for road transportation is deducted from the total sales of gasoline. Gasoline used in working machines is calculated with the TYKO model. Gasoline and diesel used in leisure boats are calculated with the MEERI model.

The activity data for natural gas used in road transport are from the Energy Statistics.

For modelling purposes, the data are broken down into different vehicle types and road types as explained above.

Information on fuel properties can be found on Statistics Finland's website [http://tilastokeskus.fi/tup/khkinv/khkaasut\\_polttoaineluokitus.html](http://tilastokeskus.fi/tup/khkinv/khkaasut_polttoaineluokitus.html).

## Degradation of vehicles

The national road transport calculation method LIISA takes into account the degradation of vehicles. Degradation has impact on CO, HC and NO<sub>x</sub> emissions of cars and light duty vehicles as stated in the Guidebook.

In the Guidebook degradation factors are based on vehicle kilometrage. As in the LIISA model the calculation of emission is based on the total kilometrage of each vehicle type and the vehicle age, the degradation factors published in the Guidebook cannot be used as such in the LIISA model. Instead, the kilometrage based factors in the Guidebook have been used to define age-based factors for the LIISA model. In each calculation year the factors are defined for the different Euro-classes. The correlation between the vehicle age and the kilometrage in the Finnish fleet has been calculated using the ALIISA vehicle model. The correction factors for the Euro-classes for the year 2020 are expressed in Table 3.7.

Table 3.7 Correction factors for degradation in the LIISA model. (LIPASTO)

| Compound and vehicle type | Emission factors for degradation in LIISA model, gasoline vehicles |        |        |        |        |        |        |
|---------------------------|--|--------|--------|--------|--------|--------|--------|
|                           | Euro 0   | Euro 1 | Euro 2 | Euro 3 | Euro 4 | Euro 5 | Euro 6 |
| CO cars                   | 1.84   | 1.84   | 1.84   | 1.15   | 1.15   | 1.15   | 1.07   |
| CO vans                   | 1.84   | 1.84   | 1.84   | 1.15   | 1.15   | 1.15   | 1.07   |
| HC cars                   | 1.88   | 1.88   | 1.88   | 1.00   | 1.00   | 1.00   | 1.00   |
| HC vans                   | 1.88   | 1.88   | 1.88   | 1.00   | 1.00   | 1.00   | 1.00   |
| NO <sub>x</sub> cars      | 2.02   | 2.02   | 2.02   | 1.22   | 1.22   | 1.22   | 1.11   |
| NO <sub>x</sub> vans      | 2.02   | 2.02   | 2.02   | 1.22   | 1.22   | 1.22   | 1.11   |

## Emission factors and other parameters

The methods for calculating emissions from road transportation correspond to the EMEP Tier 3.

Emission factors are determined for all the activity categories mentioned above.

For each automobile type, the cold start emission and fuel consumption surplus is calculated according to the EMEP/EEA emission inventory guidebook 2019 (EMEP/EEA 2019).

The formula below has been used in calculation of emissions from automobiles in LIISA model:

$$E^c = \sum_{r=1}^6 \sum_{v=1}^6 \sum_{l=1}^5 \sum_{x=1}^6 \sum_{f=1}^6 \sum_{y=1}^7 \left( M_{r,v,l,x,f,y} (e_{r,v,l,x,f,y}^{c,h} + e_{r,v,l,x,f,y}^{c,s}) \right)$$

where

|           |   |
|-----------|---|
| $E^c$     | total emissions of compound c   |
| c         | compound  |
| r         | road type (6 types)   |
| v         | speed limit class (6 classes)   |
| l         | type of vehicle (5 types)   |
| x         | type of driving power (6 types)   |
| f         | fuel type (6 types)   |
| y         | emission standard level (Euro) (7 classes)  |
| M         | kilometrage (given by road type, speed limit class and main type of vehicle, and divided to vehicle subclasses using a car fleet model called ALIISA) |
| $e^{c,h}$ | emission factor for hot driving   |
| $e^{c,s}$ | emission factor for cold start-ups  |

The more detailed description of the calculation methodology of the model is presented at the website referenced above (currently only available on the Finnish webpages).

### Particle emissions

Particle emissions cover TSP, PM<sub>10</sub> and PM<sub>2.5</sub>. According to the EMEP/EEA Emission Inventory Guidebook 2019 the fraction factors, i.e. the ratios between all particle fractions is 1:1. Black carbon emissions from road transport are calculated with the Tier 1 emission factors of the EMEP EEA Guidebook 2019.

Black carbon emissions from road transport are calculated with the Tier 1 emission factors of the EMEP EEA Guidebook 2019.

### NH<sub>3</sub> emissions

Ammonia emissions from road transport were included in the inventory for the first time in the 2015 submission. The emissions are calculated by EURO classes as described in Guidebook 2019 (EEA, 2019). In cases no emission factor is provided in Guidebook 2019, an expert estimate has been used. Emission factors are presented in Table 3.8 and activity data (driven kilometres) in Table 3.9.

Table 3.8 NH<sub>3</sub> emissions factors for road transport (EMEP EEA Guidebook 2019. Estimates made by VTT LIPASTO experts are marked as “ex” )

| Vehicle type                                   | EFs from EMEP EEA Guidebook 2019, unit mg/km |                  |                     |                    |                    |                    |                    |
|--|--|------------------|---------------------|--------------------|--------------------|--------------------|--------------------|
|  | EURO 0                                       | EURO 1           | EURO 2              | EURO 3             | EURO 4             | EURO 5             | EURO 6             |
| Passenger cars, diesel                         | 1  | 1                | 1                   | 1                  | 1                  | 1.9                | 1.9                |
| Passenger cars, without catalytic (gasoline) 2 |  |                  |                     |                    |                    |                    |                    |
| Passenger cars, with catalytic (gasoline)      |  |                  | 92.2                | 104.3              | 34.2               | 34.2               | 12.3 12.3          |
| Heavy duty with trailer, diesel*               |  | 2.9              | 2.9                 | 2.9                | 2.9                | 2.9                | 11 9               |
| Heavy duty without trailer, diesel             |  | 2.9              | 2.9                 | 2.9                | 2.9                | 2.9                | 11 9               |
| Heavy duty without trailer, gas                |  |                  |                     |                    |                    |                    | 33.8 <sup>ex</sup> |
|  | 33.8 <sup>ex</sup>                           |                  |                     |                    |                    |                    |                    |
| Busses, diesel                                 | 2.9  | 2.9              | 2.9                 | 2.9                | 2.9                | 11                 | 9                  |
| Busses, gas                                    |  | 88 <sup>ex</sup> | 100.7 <sup>ex</sup> | 33.8 <sup>ex</sup> | 33.8 <sup>ex</sup> | 33.8 <sup>ex</sup> | 33.8 <sup>ex</sup> |
| Motorcycles                                    | 1.9  | 1.9              | 1.9                 | 1.9                | 1.9                | 1.9                |                    |
| Mopeds   | 1  | 1                | 1                   | 1                  | 1                  | 1                  |                    |
| Vans, diesel                                   | 1.2  | 1.2              | 1.2                 | 1.2                | 1.2                | 1.9                | 1.9                |
| Vans without catalytic                         | 2.5  |                  |                     |                    |                    |                    |                    |
| Vans with catalytic                            |  | 75.8             | 91                  | 30.2               | 30.2               | 12.3               | 12.3               |
| Vans (gas)                                     |  |                  |                     |                    |                    | 33.8 <sup>ex</sup> | 33.8 <sup>ex</sup> |
| Passenger cars, (gas)                          |  | 88 <sup>ex</sup> | 100.7 <sup>ex</sup> | 33.8 <sup>ex</sup> | 33.8               | 33.8               | 33.8               |
| Motorised quadricycles                         |  | 1                | 1                   | 1                  | 1                  | 1                  |                    |
| Passenger cars (FFV)                           |  |                  |                     |                    | 33.9               | 33.9               | 33.9               |

## POP emissions

The calculation of road transport POP emissions is based on emission factors and driven kilometres or consumed fuel (Table 3.9). of fuels as tonnes is converted into litres by dividing it with the density of petrol (0.744 kg/l for the year 2019) or diesel (0.804 kg/l for the year 2019, depending on the bioshare).

### PAH-4

Finland currently reports only the sum of PAH-4 in the NFR tables because the reduction commitments are based on PAH-4. The sum of PAH-4 is calculated from the four indicator substances, i.e. benzo(a)pyrene, benzo(b)fluoranthene, benzo(k) fluoranthene and indeno(1,2,3-cd)pyrene) have been calculated separately and are presented below. The EFs are from EMEP EEA Guidebook 2019.

### PCDD/F

The PCDD/F emissions from road transport are calculated with the emission factors provided in the Tables 3.75 and 3.76 of the EMEP EEA Guidebook 2019. Emission factors are given separately for PCDD and PCDF.

### HCB

HCB emission factors are from the study by BiPRO (BiPRO, 2006).

### PCB

PCB emissions from road transport are calculated with the emission factors provided in the Tables 3.75 and 3.76 of the EMEP EEA Guidebook 2019.

## Heavy metal emissions

The emissions are calculated with the Tier 3 emission factors of the EMEP EEA Guidebook 2019 for the following substances: As, Cd, Cr, Cu, Hg, Ni, Pb, Se and Zn.

Lead emissions of lead added to the fuel are included in the LIISA model and have thus been reported in all earlier submissions.

Table 3.9 Activity data for 1990-2020 in the LIISA sub-model.

| Year | Driven kilometers (10 <sup>6</sup> km/year) |                   |       |                   |           | Fuel consumption (t/year) |                   |         |                   |           |
|------|---|-------------------|-------|-------------------|-----------|---------------------------|-------------------|---------|-------------------|-----------|
|      | Passenger cars                              | Light duty trucks | Buses | Heavy duty trucks | MC+Mopeds | Passenger cars            | Light duty trucks | Buses   | Heavy duty trucks | MC+Mopeds |
| 1980 | 22 620                                      | 2 024             | 640   | 2 390             | 480       | 1 309 687                 | 175 937           | 167 979 | 701 332           | 14 043    |
| 1985 | 27 748                                      | 2 709             | 670   | 2 460             | 480       | 1 629 157                 | 233 514           | 170 380 | 698 507           | 14 436    |
| 1990 | 35 757                                      | 3 593             | 660   | 2 780             | 448       | 2 121 152                 | 320 819           | 173 647 | 816 880           | 14 020    |
| 1995 | 34 740                                      | 3 743             | 633   | 2 639             | 447       | 2 008 346                 | 307 250           | 184 893 | 724 734           | 14 303    |
| 2000 | 38 699                                      | 4 266             | 598   | 2 814             | 556       | 1 932 179                 | 298 538           | 189 261 | 1 001 041         | 18 373    |
| 2005 | 41 195                                      | 4 676             | 596   | 3 136             | 781       | 2 127 510                 | 294 466           | 189 635 | 1 107 045         | 25 566    |
| 2006 | 41 262                                      | 4 779             | 596   | 3 195             | 848       | 2 142 867                 | 298 166           | 188 101 | 1 134 923         | 27 584    |
| 2007 | 41 771                                      | 4 895             | 593   | 3 290             | 924       | 2 181 718                 | 302 511           | 184 974 | 1 213 675         | 29 945    |
| 2008 | 41 102                                      | 4 945             | 605   | 3 336             | 964       | 2 156 534                 | 302 580           | 186 381 | 1 163 569         | 32 348    |
| 2009 | 41 236                                      | 5 048             | 609   | 3 088             | 989       | 2 176 379                 | 307 187           | 186 127 | 1 026 120         | 32 896    |
| 2010 | 40 991                                      | 5 136             | 612   | 3 223             | 1 045     | 2 169 931                 | 310 781           | 185 021 | 1 168 364         | 34 543    |
| 2011 | 40 682                                      | 5 145             | 611   | 3 295             | 1 131     | 2 137 427                 | 309 818           | 183 024 | 1 218 343         | 37 481    |
| 2012 | 40 030                                      | 5 133             | 609   | 3 301             | 1 171     | 2 131 035                 | 305 957           | 180 617 | 1 162 413         | 38 707    |
| 2013 | 40 455                                      | 5 189             | 615   | 3 339             | 1 194     | 2 130 849                 | 307 914           | 180 396 | 1 170 726         | 38 946    |
| 2014 | 41 064                                      | 5 306             | 620   | 3 354             | 1 205     | 2 139 090                 | 314 712           | 182 338 | 1 101 121         | 39 449    |
| 2015 | 40 603                                      | 5 488             | 622   | 3 404             | 1 220     | 2 106 966                 | 314 951           | 175 269 | 1 102 725         | 39 923    |
| 2016 | 40 682                                      | 5 511             | 636   | 3 493             | 1 226     | 2 106 779                 | 313 512           | 181 827 | 1 172 566         | 40 087    |
| 2017 | 40 528                                      | 5 608             | 630   | 3 369             | 1 225     | 2 094 971                 | 321 003           | 184 170 | 1 200 214         | 40 459    |
| 2018 | 40 537                                      | 5 686             | 613   | 3 409             | 1 194     | 2 084 391                 | 320 313           | 181 714 | 1 250 611         | 39 566    |

|             |        |       |     |       |       |           |         |         |           |        |
|-------------|--------|-------|-----|-------|-------|-----------|---------|---------|-----------|--------|
| <b>2019</b> | 40 446 | 5 720 | 598 | 3 337 | 1 154 | 2 053 766 | 316 709 | 177 484 | 1 223 063 | 38 411 |
| <b>2020</b> | 37 876 | 5 758 | 447 | 3 279 | 1 115 | 1 893 640 | 308 979 | 147 175 | 1 317 420 | 37 258 |
| <b>2021</b> | 39 646 | 5 645 | 529 | 3 337 | 1 123 | 1 895 213 | 295 200 | 155 037 | 1 219 918 | 37 195 |

### **Uncertainties**

Uncertainties are presented in Annex 7 of the IIR. The results of the uncertainty analysis are used to improve the accuracy of the inventory.

### **QA/QC and verification**

Normal statistical quality checking related to assessment of magnitude and trends has been carried out. At present, no verification has been carried out for the specific source-sector emissions.

Concerning GHG emissions and CO, HC, NO<sub>x</sub>, PM and SO<sub>x</sub>, the QA/QC plan for the road transport sector includes thorough QA/QC measures based on 2006 IPCC Guidelines. These measures are implemented every year during the transport sector inventory. Potential errors and inconsistencies are documented and corrections are made, if necessary. A bilateral quality meeting is held annually between the GHG inventory unit (Statistics Finland) and the sectoral expert (VTT). These GHG quality measures are also suitable for other compounds than mentioned above.

For each compound, the LIISA model has a consistent time series for the years 1980-2050. Forecasts allow the identification of abnormal emission trends to detect potential errors.

### **Source specific recalculations**

#### 2014-2015

- During the revision of the LIPASTO model in 2014 – 2015, year 2012 emissions were calculated both with the old and new models to see the effect of the renovation of the model. SO<sub>x</sub>, NO<sub>x</sub>, NMVOC and CO were compared to the data reported under the UNFCCC calculated at Statistics Finland.

#### 2015-2016

- Revision of the calculation model LIPASTO, major changes into the estimation of kilometrages driven

#### 2015

- Aviation emissions previously calculated by Finavia, were estimated at SYKE based on approximations from different data sources
- Ammonia emissions from transport were included in the inventory

#### 2016

- PAH emission factors were revised according to the GB

#### 2017

- The emissions were updated according to the results of the revised LIPASTO models.
- Aviation emissions calculated according to the Eurocontrol data in cooperation with Statistics Finland (ghg and ap inventories)
- Heavy metal emissions were included for the first time.

#### 2018

- Calculation of PM<sub>10</sub> and PM<sub>2,5</sub> size fractions of TSP emissions from the results in the LIISA model was revised according to the method of the 2016 EMEP/EEA Emission Inventory Guidebook, i.e. the ratios between all particle fractions is 1:1. The impact of the revision was below the threshold of the 2% for a technical correction in the NECD review.
- The time series 1980-1989 was updated according to the new version of the LIISA model
- PCDD/F and PCB emission factors were revised according to the 2016 EMEP/EEA Emission Inventory Guidebook.

#### 2019

- Details of the recalculations carried out in 2018 and 2019 to the 2017 submission are presented in Annex 9 to be submitted by 1 May 2019.
- NFR 1A3bv - Method to calculate NMVOC emissions from gasoline evaporation according to the Tier 2 methodology of the EMEP/EEA Emission Inventory Guidebook 2016 was carried out.

2020

- Impact of speed was included in the calculation of TSP emissions which resulted in higher emissions, i.e. an increase of about 13% to all particle species (see Tables 3.11 c,d,e,f) and to heavy metal emissions as these are fractions of TSP.
- Abrasion emissions include some small changes to all years due to adoption of latest kilometrage values in the LIISA model, the impact being 0-16%.
- Selene from tyre wear was included in the calculation for the first time.
- A summary of recalculations under NFR 1A3b to the 2020 submission (Table 3.10):

Table 3.10

| NFR     | Pollutant               | Year      | Effect on emissions   | Justification   |
|---------|-------------------------|-----------|---|---|
| 1A3bi   | All reported pollutants | 1987-1989 | Only a minor increasing or decreasing effect on emissions   | Update of kilometrage data on passenger cars with catalytic converter                                       |
| 1A3bi   | SOx and heavy metals    | 1986-1989 | Only a minor increasing or decreasing effect on emissions   | Update of sulphur content of the fuel   |
| 1A3biii | All reported pollutants | 2015-2017 | Only a minor increasing on emissions  | Update of kilometrage data on EURO3-6 busses and some trucks  |
| 1A3biv  | All reported pollutants | 1980-1989 |   | Correction of incorrect emissions in the NFR tables and update of fuel use data in the emission calculation |
| 1A3biv  | SOx and heavy metals    | 1990-2017 | Only a minor increasing or decreasing effect on emissions   | Update of sulphur content of the fuel   |
| 1A3biv  | NMVOC                   | 1999-2017 | Only a minor increasing effect on emissions   | Correction of CH4 emissions in the calculation for motorcycles  |
| 1A3biv  | Particles               | 2003-2017 | Slight increase of emissions  | Correction of errors in the calculation of emissions for motorcycles  |
| 1A3biv  | PAH                     | 1990-2017 | Only a minor decreasing effect on emissions in the 1990's and slight increase of emissions after that | Correction of errors in the calculation   |

2021

- Recalculation of 1A3biv. The definition of emission factors for vehicle category L6e-B, light quadri-mobile (moped cars) has long been a problem for the lack of proper data. Now the Guidebook 2019 includes emission factors for micro-cars, intended for this vehicle category. The entire time series has been recalculated using these coefficients.
- Checking and revision of fuel properties (density, NCV, bio share) has slightly changed results for the years 2013-2018.

2022

- As a reference to the 2021 NECD inventory review question FI-1A3biv-2021-0001, the recalculation of heavy metal, small particle and POP emissions from 2003 onwards for category 1A3biv was finalized and the revised estimates were included in the 2022 submission.

### Source specific planned improvements

None.

## 3.6 Gasoline evaporation

### 1 A 3 b v Road transport: Gasoline evaporation

#### Changes in chapter

February 2023

AL TF KM

#### Source category description

The contribution of the category to total emissions is presented below.

Table 3.11 Contribution of NFR 1A3bv in 2021 to total emissions.

| Pollutant | Emissions in 2021 | Unit | Share of total emissions % |
|-----------|-------------------|------|----------------------------|
| NM VOC    | 1.236             | Gg   | 1.5                        |

#### Emission trend

NM VOC emissions from gasoline evaporation in 1990-2021 are presented in Figure 3.7 and Table 3.12. The emissions have decreased strongly due to capture of gasoline fumes in petrol distribution network and during refuelling of cars, due to less evaporative emissions from cars and better storage of chemicals at the refineries.

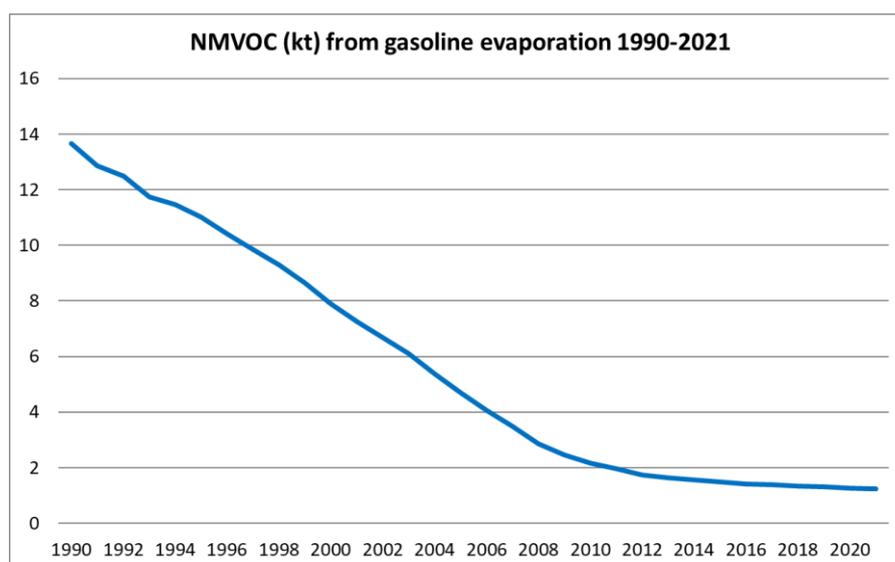


Figure 3.7. NMVOC emissions from gasoline evaporation 1990-2021

Table 3.12 NMVOC evaporative emissions 1990-2021 from vehicles.

| Year | Gasoline evaporation (t/a) | Year | Gasoline evaporation (t/a) |
|------|----------------------------|------|----------------------------|
| 1990 | 13 655                     | 2006 | 4 053                      |
| 1991 | 12 863                     | 2007 | 3 487                      |
| 1992 | 12 490                     | 2008 | 2 859                      |
| 1993 | 11 743                     | 2009 | 2 462                      |
| 1994 | 11 470                     | 2010 | 2 175                      |
| 1995 | 11 006                     | 2011 | 1 957                      |
| 1996 | 10 415                     | 2012 | 1 748                      |
| 1997 | 9 850                      | 2013 | 1 639                      |
| 1998 | 9 291                      | 2014 | 1 567                      |
| 1999 | 8 651                      | 2015 | 1 497                      |
| 2000 | 7 896                      | 2016 | 1 425                      |
| 2001 | 7 250                      | 2017 | 1 396                      |
| 2002 | 6 689                      | 2018 | 1 349                      |
| 2003 | 6 096                      | 2019 | 1 306                      |

|      |       |      |       |
|------|-------|------|-------|
| 2004 | 5 374 | 2020 | 1 272 |
| 2005 | 4 701 | 2021 | 1 236 |

### **Methodological issues**

NM VOC emissions of gasoline evaporation from petrol fuelled vehicles are estimated with the Tier 2 methodology of the 2019 EMEP/EEA Guidebook. The methodology was implemented in the 2019 submission following the recommendation of the TERT in the 2017 NECD review. According to the methodology, three different mechanisms related to evaporative emissions are considered:

- diurnal losses
- running losses
- hot-soak losses

Diurnal losses occur due to daily temperature variations. The increase of ambient temperature causes the thermal expansion of the fuel and vapour in the fuel tank. As a result, some of the increased volume of fuel vapour is vented to the atmosphere. Running losses result from the vapour generation in the fuel tank when the vehicle is in motion. Hot-soak emissions are evaporative emissions from the fuel delivery system when a hot engine is turned off and the vehicle is no longer in motion.

NM VOC emissions from gasoline evaporation are calculated with equations (2)-(4) of the Guidebook (chapter 3.3.1, p. 10 of section 1.A.3.b.v Gasoline evaporation). The annual gasoline vehicle fleet (number of passenger cars, vans, motorcycles and mopeds) was available for the calculation from 2007 onwards. In the case of passenger cars and vans, the data was available according to the Euro classification but not according to the size class. Due to this, a conservative assumption to use emission factors of size class 1.4-2.0 l for the whole fleet was made. The number motorcycles and mopeds were available according to the Euro classification and size class. In addition, motorcycles were further divided into 2-stroke and 4-stroke engines. Emission factors needed in the calculation were taken from Tables 3-5 (passenger cars and vans) and 3-6 (motorcycles and mopeds) of the Guidebook. The emission factors are given for typical temperature ranges in winter and summer, and for typical fuels which are produced with seasonally different vapour pressures. Based on this, and taking into account the Finnish climate conditions, the following assumptions were made when choosing the emission factors:

- emission factors from the temperature range summer 10 to 25 °C were applied for June, July, August and September (altogether 122 days of the year),
- emission factors from the temperature range winter 0 to 15 °C were applied for April, May, October and November (altogether 122 days of the year),
- emission factors from the temperature range winter -5 to -10 °C were applied for January, February, March and December (altogether 121 days of the year)

The assumptions from the fuel tank sizes and carbon canisters size were based on information in Table 3-13 of the Guidebook. It was assumed that all conventional passenger cars and vans are uncontrolled, Euro 1 and 2 vehicles have small canisters and Euro 3 to 6 vehicles have medium canisters. No information on the carbon canisters on motorcycles or mopeds were given in the Guidebook. In the absence of any national information either, it was assumed that no motorcycles or mopeds are equipped with carbon canisters in Finland.

The average number of trips per day in different vehicle categories was calculated by means of equation (5) of the Guidebook and the average trip length. The average trip length of passenger cars was available from the latest national passenger traffic survey conducted by Finnish Transport Infrastructure Agency in 2018. The average trip length of 18 km from the survey was used in the calculation. In the case of vans, motorcycles and mopeds, no national estimate for average trip length was available. Therefore, the average European trip length of 12,4 km available in the road transport exhaust emission chapter of the Guidebook (chapter 3.4.1, p. 48) was applied for them. No specific national information on the fraction of gasoline powered vehicles equipped with carburettor and/or fuel return systems was available. Therefore, the default assumption from the Guidebook was used. According to the Guidebook, in Europe, the fraction of passenger cars and vans equipped with a carburettor is approximately 99 % for pre-Euro 1 vehicles (i.e. only 1 % equipped with fuel injection) and 0 % for post-Euro 1 vehicles. For motorcycles, the fraction is 100 % for conventional and Euro 1

vehicles, 20 % for Euro 2 and 0 % for Euro 3. In the absence of specific national data, the fraction of trips finished with hot engine also needed in the calculation, was assumed to be 100%.

Since the number of annual vehicle fleet is available for the calculation from 2007 onwards, the emissions for earlier years need to be estimated by other means. The trend in the emissions calculated with the Tier 2 approach of the Guidebook and the old approach used prior to 2019 submission is identical for the years 2007 to 2016. Therefore, the emissions for 1990 to 2006 are estimated by assuming the same emission trend prior to 2007 as in the old approach.

### **Uncertainties**

Uncertainties are presented in Annex 7.

### **QA/QC and verification**

Normal statistical QA/QC procedures are carried out.

### **Source specific recalculations**

2019

- The whole time series of NMVOC emissions from gasoline evaporation for 1990 to 2016 was recalculated due to inclusion of a T2 method. None.

2020

- NMVOC emissions in 2002, 2007-2017 were recalculated. All EURO 1 vehicles corrected to be equipped with fuel injection system in the calculation (previously only 1% was assumed to be equipped with fuel injection). Only a minor decreasing impact on emissions.

### **Source specific planned improvements**

None.

## **3.7 Tyre and brake wear**

### **1A3bvi Road transport: Automobile tyre and brake wear**

| Changes in chapter |                |
|--------------------|----------------|
| February 2023      | AL, KM, KS, TF |

### **Source category description**

The contribution of the category to total emissions is presented below.

*Table 3.13 Contribution of NFR 1A3bvi in 2021 to total emissions.*

| Pollutant         | Emissions in 2021 | Unit | Share of total emissions % |
|-------------------|-------------------|------|----------------------------|
| PM <sub>2.5</sub> | 0.616             | Gg   | 4.3                        |
| PM <sub>10</sub>  | 1.117             | Gg   | 4.0                        |
| TSP               | 1.506             | Gg   | 3.5                        |
| BC                | 0.159             | Gg   | 4.7                        |
| Pb                | 0.467             | Mg   | 3.6                        |
| Cd                | 0.002             | Mg   | 0.2                        |
| As                | 0.042             | Mg   | 2.0                        |
| Cr                | 1.302             | Mg   | 9.1                        |

|    |        |    |      |
|----|--------|----|------|
| Cu | 29.313 | Mg | 75.0 |
| Ni | 0.187  | Mg | 1.9  |
| Se | 0.030  | Mg | 6.2  |
| Zn | 18.662 | Mg | 13.3 |

### Emission trends

In the inventory, TSP, PM<sub>10</sub>, PM<sub>2.5</sub> and BC emissions are included since the year 1980 and heavy metals since 1990.

In 2021 submission the calculation method is according to the results of the co-operation between Nordic countries (NAEGG co-operation). The used calculation methods are based on the Tier 2 method of Guidebook 2019.

Because in both tyre and brake wear particulate and BC emissions are determined as fixed factors by the kilometres driven, their trend is consistent with the trend of kilometres driven described above. The trend is upwards, with the exception of the recession of the 1990s and 2008 onwards.

Heavy metals are defined relative to TSP. Therefore, their trend also depends on the kilometres driven. An exception to this is Cu, Pb and Zn in brake wear, for which the method has time series for emission factors. This can also be seen in the figure and tables as decreasing emissions.

Particle and heavy metal emission trends are presented in Figure 3.8. and in Tables 3.14 (a-e) and kilometres driven in Table 3.9.

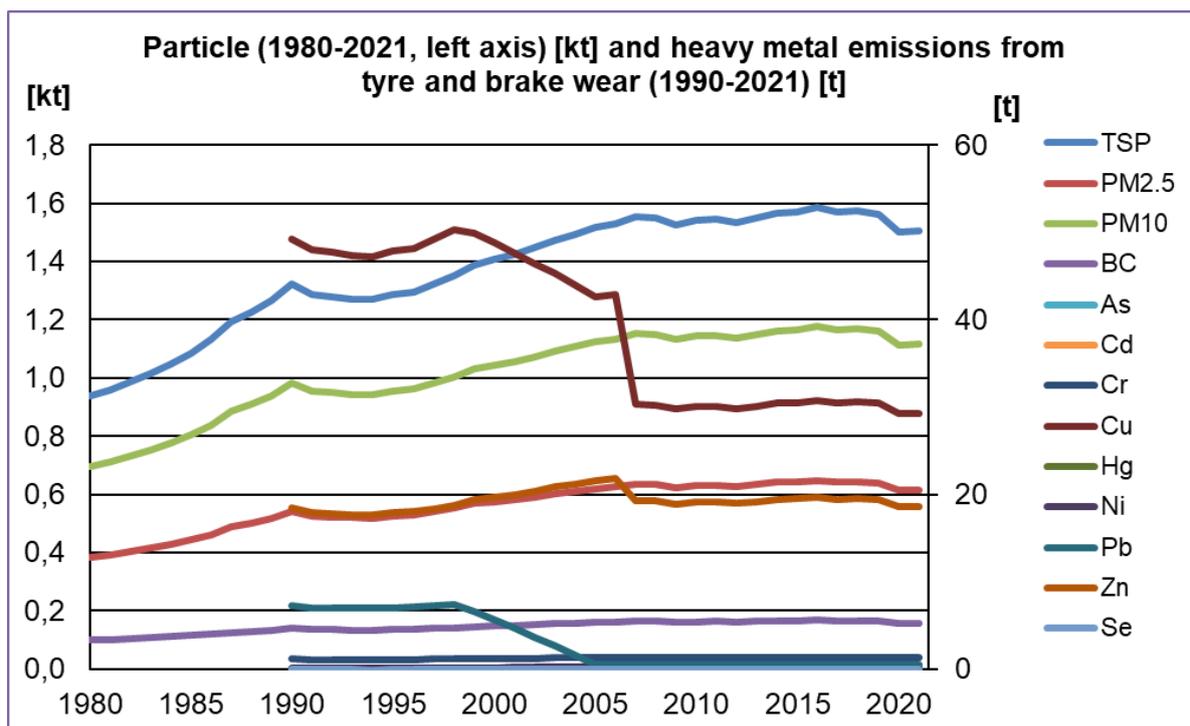


Figure 3.8 Particle and heavy metal emissions from tyre and brake wear

Table 3.14(a) Heavy metal emissions (kg) 1990-2021 from road transport tyre wear.

| Year | Pb [kg] | Cd [kg] | As [kg] | Cr [kg] | Cu [kg] | Ni [kg] | Zn [kg] | Se [kg] |
|------|---------|---------|---------|---------|---------|---------|---------|---------|
| 1990 | 7.8     | 0.84    | 3.2     | 1.3     | 6.8     | 2.6     | 8 586   | 16.6    |
| 1991 | 7.6     | 0.82    | 3.1     | 1.3     | 6.6     | 2.5     | 8 301   | 16.1    |
| 1992 | 7.6     | 0.82    | 3.0     | 1.3     | 6.6     | 2.5     | 8 242   | 16.0    |
| 1993 | 7.5     | 0.81    | 3.0     | 1.2     | 6.5     | 2.5     | 8 217   | 15.9    |
| 1994 | 7.5     | 0.81    | 3.0     | 1.2     | 6.5     | 2.5     | 8 205   | 15.9    |
| 1995 | 7.6     | 0.82    | 3.1     | 1.3     | 6.6     | 2.5     | 8 318   | 16.1    |
| 1996 | 7.7     | 0.82    | 3.1     | 1.3     | 6.6     | 2.5     | 8 381   | 16.2    |
| 1997 | 7.8     | 0.84    | 3.2     | 1.3     | 6.8     | 2.6     | 8 555   | 16.6    |
| 1998 | 8.0     | 0.86    | 3.2     | 1.3     | 6.9     | 2.6     | 8 732   | 16.9    |
| 1999 | 8.2     | 0.89    | 3.3     | 1.4     | 7.1     | 2.7     | 8 964   | 17.4    |
| 2000 | 8.3     | 0.90    | 3.3     | 1.4     | 7.2     | 2.7     | 9 044   | 17.6    |
| 2001 | 8.4     | 0.91    | 3.4     | 1.4     | 7.3     | 2.8     | 9 150   | 17.8    |
| 2002 | 8.5     | 0.92    | 3.4     | 1.4     | 7.4     | 2.8     | 9 305   | 18.1    |
| 2003 | 8.7     | 0.94    | 3.5     | 1.4     | 7.6     | 2.9     | 9 480   | 18.4    |
| 2004 | 8.8     | 0.95    | 3.6     | 1.5     | 7.7     | 2.9     | 9 621   | 18.7    |
| 2005 | 9.0     | 0.97    | 3.6     | 1.5     | 7.8     | 2.9     | 9 765   | 19.0    |
| 2006 | 9.0     | 0.97    | 3.6     | 1.5     | 7.8     | 3.0     | 9 857   | 19.2    |
| 2007 | 9.2     | 0.99    | 3.7     | 1.5     | 8.0     | 3.0     | 10 039  | 19.5    |
| 2008 | 9.2     | 0.99    | 3.7     | 1.5     | 8.0     | 3.0     | 10 031  | 19.4    |
| 2009 | 9.0     | 0.97    | 3.6     | 1.5     | 7.8     | 3.0     | 9 813   | 19.1    |
| 2010 | 9.1     | 0.98    | 3.7     | 1.5     | 7.9     | 3.0     | 9 946   | 19.3    |
| 2011 | 9.1     | 0.98    | 3.7     | 1.5     | 7.9     | 3.0     | 9 989   | 19.4    |
| 2012 | 9.1     | 0.98    | 3.7     | 1.5     | 7.9     | 3.0     | 9 914   | 19.2    |
| 2013 | 9.2     | 0.99    | 3.7     | 1.5     | 7.9     | 3.0     | 10 023  | 19.4    |
| 2014 | 9.3     | 1.00    | 3.7     | 1.5     | 8.0     | 3.0     | 10 139  | 19.7    |
| 2015 | 9.3     | 1.00    | 3.7     | 1.5     | 8.1     | 3.0     | 10 173  | 19.7    |
| 2016 | 9.4     | 1.01    | 3.8     | 1.5     | 8.1     | 3.1     | 10 294  | 19.9    |
| 2017 | 9.3     | 1.00    | 3.7     | 1.5     | 8.1     | 3.0     | 10 159  | 19.7    |
| 2018 | 9.3     | 1.00    | 3.8     | 1.5     | 8.1     | 3.1     | 10 197  | 19.8    |
| 2019 | 9.2     | 1.00    | 3.7     | 1.5     | 8.0     | 3.0     | 10 101  | 19.6    |
| 2020 | 8.9     | 0.96    | 3.6     | 1.5     | 7.7     | 2.9     | 9 693   | 18.8    |
| 2021 | 8,9     | 0,96    | 3,6     | 1,5     | 7,7     | 2,9     | 9 716   | 18,9    |

Table 3.14(b) Heavy metal emissions (kg) 1990-2021 from road transport brake wear.

| Year | Pb [kg] | Cd [kg] | As [kg] | Cr [kg] | Cu [kg] | Ni [kg] | Zn [kg] | Se [kg] |
|------|---------|---------|---------|---------|---------|---------|---------|---------|
| 1990 | 7 212   | 0.69    | 33.3    | 1 141   | 49 231  | 161     | 9 833   | 9.9     |
| 1991 | 7 040   | 0.67    | 32.5    | 1 114   | 48 055  | 158     | 9 598   | 9.6     |
| 1992 | 6 998   | 0.67    | 32.3    | 1 107   | 47 766  | 157     | 9 541   | 9.6     |
| 1993 | 6 939   | 0.66    | 32.1    | 1 098   | 47 366  | 155     | 9 461   | 9.5     |
| 1994 | 6 925   | 0.66    | 32.0    | 1 096   | 47 268  | 155     | 9 441   | 9.5     |
| 1995 | 7 014   | 0.67    | 32.4    | 1 110   | 47 878  | 157     | 9 563   | 9.6     |
| 1996 | 7 064   | 0.67    | 32.6    | 1 118   | 48 217  | 158     | 9 631   | 9.7     |
| 1997 | 7 211   | 0.69    | 33.3    | 1 141   | 49 224  | 161     | 9 832   | 9.9     |
| 1998 | 7 376   | 0.70    | 34.1    | 1 167   | 50 348  | 165     | 10 056  | 10.1    |
| 1999 | 6 567   | 0.72    | 35.1    | 1 201   | 49 965  | 170     | 10 415  | 10.4    |
| 2000 | 5 624   | 0.73    | 35.6    | 1 217   | 48 813  | 172     | 10 633  | 10.5    |
| 2001 | 4 647   | 0.74    | 36.0    | 1 233   | 47 554  | 174     | 10 839  | 10.7    |
| 2002 | 3 656   | 0.75    | 36.6    | 1 252   | 46 394  | 177     | 11 082  | 10.8    |
| 2003 | 2 639   | 0.77    | 37.2    | 1 275   | 45 294  | 180     | 11 358  | 11.0    |
| 2004 | 1 576   | 0.78    | 37.7    | 1 292   | 43 935  | 183     | 11 586  | 11.2    |
| 2005 | 485     | 0.79    | 38.3    | 1 311   | 42 588  | 185     | 11 833  | 11.3    |
| 2006 | 489     | 0.79    | 38.6    | 1 321   | 42 925  | 187     | 11 926  | 11.4    |
| 2007 | 474     | 0.81    | 39.2    | 1 344   | 30 285  | 190     | 9 244   | 11.6    |
| 2008 | 472     | 0.80    | 39.1    | 1 338   | 30 154  | 189     | 9 205   | 11.6    |
| 2009 | 466     | 0.79    | 38.6    | 1 320   | 29 762  | 187     | 9 085   | 11.4    |
| 2010 | 470     | 0.80    | 38.9    | 1 332   | 30 017  | 188     | 9 163   | 11.5    |
| 2011 | 470     | 0.80    | 38.9    | 1 333   | 30 050  | 189     | 9 173   | 11.5    |
| 2012 | 466     | 0.79    | 38.6    | 1 321   | 29 766  | 187     | 9 086   | 11.4    |
| 2013 | 471     | 0.80    | 39.0    | 1 335   | 30 091  | 189     | 9 185   | 11.6    |
| 2014 | 477     | 0.81    | 39.5    | 1 352   | 30 484  | 191     | 9 305   | 11.7    |
| 2015 | 478     | 0.81    | 39.5    | 1 354   | 30 519  | 192     | 9 316   | 11.7    |
| 2016 | 482     | 0.82    | 39.9    | 1 366   | 30 792  | 193     | 9 399   | 11.8    |
| 2017 | 477     | 0.81    | 39.5    | 1 354   | 30 512  | 192     | 9 314   | 11.7    |
| 2018 | 479     | 0.82    | 39.7    | 1 358   | 30 615  | 192     | 9 345   | 11.8    |

|      |     |      |      |       |        |     |       |      |
|------|-----|------|------|-------|--------|-----|-------|------|
| 2019 | 476 | 0.81 | 39.4 | 1 349 | 30 407 | 191 | 9 282 | 11.7 |
| 2020 | 457 | 0.78 | 37.8 | 1 295 | 29 193 | 183 | 8 911 | 11.2 |
| 2021 | 459 | 0,78 | 38.0 | 1 300 | 29 305 | 184 | 8 945 | 11.3 |

Table 3.14(c) Tyre and brake wear particle emissions from Passenger cars 1980 – 2021

| Year | Tyre wear (t) |                  |                   |    | Brake wear (t) |                  |                   |     |
|------|---------------|------------------|-------------------|----|----------------|------------------|-------------------|-----|
|      | TSP           | PM <sub>10</sub> | PM <sub>2.5</sub> | BC | TSP            | PM <sub>10</sub> | PM <sub>2.5</sub> | BC  |
| 1980 | 289           | 174              | 122               | 44 | 192            | 188              | 75                | 5.0 |
| 1985 | 355           | 213              | 149               | 54 | 235            | 230              | 92                | 6.1 |
| 1990 | 457           | 274              | 192               | 70 | 303            | 297              | 118               | 7.9 |
| 1995 | 444           | 267              | 187               | 68 | 294            | 289              | 115               | 7.7 |
| 2000 | 495           | 297              | 208               | 76 | 328            | 321              | 128               | 8.6 |
| 2001 | 502           | 301              | 211               | 77 | 332            | 326              | 130               | 8.7 |
| 2002 | 507           | 304              | 213               | 78 | 336            | 329              | 131               | 8.8 |
| 2003 | 516           | 309              | 217               | 79 | 342            | 335              | 133               | 8.9 |
| 2004 | 520           | 312              | 218               | 80 | 345            | 338              | 134               | 9.0 |
| 2005 | 527           | 316              | 221               | 81 | 349            | 342              | 136               | 9.1 |
| 2006 | 528           | 317              | 222               | 81 | 350            | 343              | 136               | 9.1 |
| 2007 | 534           | 321              | 224               | 82 | 354            | 347              | 138               | 9.2 |
| 2008 | 526           | 315              | 221               | 80 | 348            | 341              | 136               | 9.1 |
| 2009 | 528           | 317              | 222               | 81 | 349            | 342              | 136               | 9.1 |
| 2010 | 524           | 315              | 220               | 80 | 347            | 340              | 135               | 9.1 |
| 2011 | 520           | 312              | 219               | 80 | 345            | 338              | 134               | 9.0 |
| 2012 | 512           | 307              | 215               | 78 | 339            | 332              | 132               | 8.9 |
| 2013 | 518           | 311              | 217               | 79 | 343            | 336              | 134               | 8.9 |
| 2014 | 525           | 315              | 221               | 80 | 348            | 341              | 136               | 9.1 |
| 2015 | 519           | 312              | 218               | 79 | 344            | 337              | 134               | 9.0 |
| 2016 | 520           | 312              | 219               | 80 | 345            | 338              | 134               | 9.0 |
| 2017 | 518           | 311              | 218               | 79 | 343            | 337              | 134               | 9.0 |
| 2018 | 519           | 311              | 218               | 79 | 344            | 337              | 134               | 9.0 |
| 2019 | 517           | 310              | 217               | 79 | 343            | 336              | 134               | 8.9 |
| 2020 | 494           | 296              | 208               | 76 | 327            | 321              | 128               | 8.5 |
| 2021 | 496           | 298              | 208               | 76 | 329            | 322              | 128               | 8.6 |

Table 3.14(d) Tyre and brake wear particle emission from Light duty vehicles 1980 - 2021.

| Year | Tyre wear (t) |                  |                   |    | Brake wear (t) |                  |                   |     |
|------|---------------|------------------|-------------------|----|----------------|------------------|-------------------|-----|
|      | TSP           | PM <sub>10</sub> | PM <sub>2.5</sub> | BC | TSP            | PM <sub>10</sub> | PM <sub>2.5</sub> | BC  |
| 1980 | 41            | 25               | 17                | 6  | 27             | 26               | 10                | 0.7 |
| 1985 | 55            | 33               | 23                | 8  | 36             | 35               | 14                | 0.9 |
| 1990 | 73            | 44               | 30                | 11 | 48             | 47               | 19                | 1.2 |
| 1995 | 76            | 45               | 32                | 12 | 49             | 48               | 19                | 1.3 |
| 2000 | 86            | 52               | 36                | 13 | 56             | 55               | 22                | 1.5 |
| 2001 | 88            | 53               | 37                | 13 | 58             | 57               | 22                | 1.5 |
| 2002 | 90            | 54               | 38                | 14 | 59             | 58               | 23                | 1.5 |
| 2003 | 91            | 55               | 38                | 14 | 60             | 58               | 23                | 1.6 |
| 2004 | 93            | 56               | 39                | 14 | 61             | 59               | 24                | 1.6 |
| 2005 | 94            | 57               | 40                | 14 | 62             | 61               | 24                | 1.6 |
| 2006 | 97            | 58               | 41                | 15 | 63             | 62               | 25                | 1.6 |
| 2007 | 99            | 59               | 42                | 15 | 65             | 63               | 25                | 1.7 |
| 2008 | 100           | 60               | 42                | 15 | 65             | 64               | 25                | 1.7 |
| 2009 | 102           | 61               | 43                | 16 | 67             | 65               | 26                | 1.7 |
| 2010 | 104           | 62               | 44                | 16 | 68             | 67               | 26                | 1.8 |
| 2011 | 104           | 62               | 44                | 16 | 68             | 67               | 27                | 1.8 |
| 2012 | 104           | 62               | 44                | 16 | 68             | 67               | 26                | 1.8 |
| 2013 | 105           | 63               | 44                | 16 | 69             | 67               | 27                | 1.8 |
| 2014 | 107           | 64               | 45                | 16 | 70             | 69               | 27                | 1.8 |
| 2015 | 111           | 67               | 47                | 17 | 73             | 71               | 28                | 1.9 |
| 2016 | 111           | 67               | 47                | 17 | 73             | 71               | 28                | 1.9 |
| 2017 | 113           | 68               | 48                | 17 | 74             | 73               | 29                | 1.9 |
| 2018 | 115           | 69               | 48                | 18 | 75             | 74               | 29                | 2.0 |
| 2019 | 116           | 69               | 49                | 18 | 76             | 74               | 29                | 2.0 |
| 2020 | 114           | 69               | 48                | 17 | 75             | 73               | 29                | 2.0 |
| 2021 | 117           | 70               | 49                | 18 | 76             | 75               | 30                | 2.0 |

Table 3.11(e) Tyre and brake wear particle emission from Heavy duty vehicles 1980 – 2021.

| Year | Tyre wear (t) |                  |                   |    | Brake wear (t) |                  |                   |     |
|------|---------------|------------------|-------------------|----|----------------|------------------|-------------------|-----|
|      | TSP           | PM <sub>10</sub> | PM <sub>2.5</sub> | BC | TSP            | PM <sub>10</sub> | PM <sub>2.5</sub> | BC  |
| 1980 | 263           | 158              | 111               | 40 | 125            | 123              | 49                | 3.3 |
| 1985 | 272           | 163              | 114               | 42 | 130            | 127              | 51                | 3.4 |
| 1990 | 299           | 179              | 125               | 46 | 142            | 139              | 56                | 3.7 |
| 1995 | 284           | 171              | 119               | 43 | 135            | 133              | 53                | 3.5 |
| 2000 | 296           | 178              | 124               | 45 | 141            | 138              | 55                | 3.7 |
| 2001 | 298           | 179              | 125               | 46 | 142            | 139              | 55                | 3.7 |
| 2002 | 305           | 183              | 128               | 47 | 145            | 143              | 57                | 3.8 |
| 2003 | 312           | 187              | 131               | 48 | 149            | 146              | 58                | 3.9 |
| 2004 | 319           | 191              | 134               | 49 | 152            | 149              | 59                | 4.0 |
| 2005 | 324           | 194              | 136               | 50 | 154            | 151              | 60                | 4.0 |
| 2006 | 329           | 198              | 138               | 50 | 157            | 154              | 61                | 4.1 |
| 2007 | 337           | 202              | 142               | 52 | 161            | 157              | 63                | 4.2 |
| 2008 | 342           | 205              | 144               | 52 | 163            | 160              | 64                | 4.3 |
| 2009 | 321           | 193              | 135               | 49 | 153            | 150              | 60                | 4.0 |
| 2010 | 333           | 200              | 140               | 51 | 159            | 156              | 62                | 4.1 |
| 2011 | 339           | 204              | 142               | 52 | 162            | 158              | 63                | 4.2 |
| 2012 | 340           | 204              | 143               | 52 | 162            | 159              | 63                | 4.2 |
| 2013 | 343           | 206              | 144               | 53 | 164            | 160              | 64                | 4.3 |
| 2014 | 345           | 207              | 145               | 53 | 164            | 161              | 64                | 4.3 |
| 2015 | 350           | 210              | 147               | 53 | 167            | 163              | 65                | 4.3 |
| 2016 | 359           | 215              | 151               | 55 | 171            | 167              | 67                | 4.5 |
| 2017 | 347           | 208              | 146               | 53 | 165            | 162              | 65                | 4.3 |
| 2018 | 349           | 210              | 147               | 53 | 166            | 163              | 65                | 4.3 |
| 2019 | 342           | 205              | 144               | 52 | 163            | 160              | 64                | 4.2 |
| 2020 | 327           | 196              | 137               | 50 | 156            | 153              | 61                | 4.1 |
| 2021 | 326           | 195              | 137               | 50 | 155            | 152              | 61                | 4.1 |

Table 3.14(f) Tyre and brake wear particle emission from Mopeds and Motorcycles 1980 - 2021.

| Year | Tyre wear (t) |                  |                   |      | Brake wear (t) |                  |                   |       |
|------|---------------|------------------|-------------------|------|----------------|------------------|-------------------|-------|
|      | TSP           | PM <sub>10</sub> | PM <sub>2.5</sub> | BC   | TSP            | PM <sub>10</sub> | PM <sub>2.5</sub> | BC    |
| 1980 | 2.1           | 1.3              | 0.9               | 0.33 | 1.0            | 1.0              | 0.4               | 0.027 |
| 1985 | 2.1           | 1.3              | 0.9               | 0.33 | 1.0            | 1.0              | 0.4               | 0.026 |
| 1990 | 2.1           | 1.2              | 0.9               | 0.32 | 1.0            | 1.0              | 0.4               | 0.026 |
| 1995 | 2.1           | 1.2              | 0.9               | 0.32 | 1.0            | 1.0              | 0.4               | 0.025 |
| 2000 | 2.6           | 1.5              | 1.1               | 0.39 | 1.2            | 1.2              | 0.5               | 0.032 |
| 2001 | 2.7           | 1.6              | 1.1               | 0.41 | 1.3            | 1.3              | 0.5               | 0.033 |
| 2002 | 2.8           | 1.7              | 1.2               | 0.44 | 1.4            | 1.3              | 0.5               | 0.035 |
| 2003 | 3.1           | 1.8              | 1.3               | 0.47 | 1.4            | 1.4              | 0.6               | 0.038 |
| 2004 | 3.3           | 2.0              | 1.4               | 0.50 | 1.6            | 1.5              | 0.6               | 0.041 |
| 2005 | 3.6           | 2.2              | 1.5               | 0.55 | 1.7            | 1.7              | 0.7               | 0.045 |
| 2006 | 3.9           | 2.3              | 1.6               | 0.60 | 1.9            | 1.8              | 0.7               | 0.048 |
| 2007 | 4.3           | 2.6              | 1.8               | 0.65 | 2.0            | 2.0              | 0.8               | 0.053 |
| 2008 | 4.4           | 2.7              | 1.9               | 0.68 | 2.1            | 2.1              | 0.8               | 0.055 |
| 2009 | 4.6           | 2.7              | 1.9               | 0.70 | 2.2            | 2.1              | 0.8               | 0.056 |
| 2010 | 4.8           | 2.9              | 2.0               | 0.74 | 2.3            | 2.2              | 0.9               | 0.060 |
| 2011 | 5.2           | 3.1              | 2.2               | 0.80 | 2.5            | 2.4              | 1.0               | 0.064 |
| 2012 | 5.4           | 3.2              | 2.3               | 0.82 | 2.6            | 2.5              | 1.0               | 0.067 |
| 2013 | 5.5           | 3.3              | 2.3               | 0.84 | 2.6            | 2.6              | 1.0               | 0.068 |
| 2014 | 5.5           | 3.3              | 2.3               | 0.85 | 2.6            | 2.6              | 1.0               | 0.069 |
| 2015 | 5.6           | 3.4              | 2.4               | 0.86 | 2.7            | 2.6              | 1.0               | 0.070 |
| 2016 | 5.6           | 3.4              | 2.4               | 0.86 | 2.7            | 2.6              | 1.0               | 0.070 |
| 2017 | 5.6           | 3.4              | 2.4               | 0.86 | 2.7            | 2.6              | 1.0               | 0.070 |
| 2018 | 5.5           | 3.3              | 2.3               | 0.84 | 2.6            | 2.6              | 1.0               | 0.068 |
| 2019 | 5.3           | 3.2              | 2.2               | 0.81 | 2.5            | 2.5              | 1.0               | 0.066 |
| 2020 | 5.2           | 3.1              | 2.2               | 0.79 | 2.5            | 2.4              | 1.0               | 0.064 |
| 2021 | 5.1           | 3.1              | 2.2               | 0.79 | 2.4            | 2.4              | 0.9               | 0.064 |

## Methodological issues

### Particle emissions

#### Tyre wear

TSP emissions from tyre wear are estimated according to the Tier 2 method of Guidebook 2019 (Table 3-4). In order to calculate the emission factor for heavy-duty vehicles (equation 3 and 4 in the Guidebook), it is assumed that on average, heavy-duty vehicles in Finland have five axes and that the average load factor for heavy-duty vehicles is 0.5. These assumptions are based on expert judgements.

For determination of the speed correction factor (Equation 5 of Guidebook 2019), it is assumed that the average speed of the different vehicle types is as listed in Table 3.15.

Particle emission factors for tyre and brake wear are presented in Table 3.16 and activity data as driven kilometres in Table 3.9. above on page 23.

Table 3.15. Average speed per vehicle type and corresponding speed correction factor, tyre wear.

| Vehicle type        | Average speed (km/h) | Speed correction factor |
|---------------------|----------------------|-------------------------|
| Two-wheelers        | 80                   | 1.0                     |
| Passenger cars      | 60                   | 1.2                     |
| Light-duty vehicles | 60                   | 1.2                     |
| Heavy-duty vehicles | 50                   | 1.3                     |

PM<sub>10</sub> and PM<sub>2.5</sub> emission factors are calculated according to Table 3-5 in Guidebook 2019, and BC emissions are calculated as 0.153 \* TSP emissions, also according to the Guidebook.

Table 3.16. PM emission factors for tyre wear (mg/vkm)

|                   | Passenger cars | Light duty vehicles | Heavy duty vehicles | Mopeds and Motorcycles |
|-------------------|----------------|---------------------|---------------------|------------------------|
| TSP               | 13             | 20                  | 87                  | 4.6                    |
| PM <sub>10</sub>  | 7.7            | 12                  | 52                  | 2.8                    |
| PM <sub>2.5</sub> | 5.4            | 8.5                 | 36                  | 1.9                    |

#### Brake wear

TSP emissions from brake wear are estimated using emission factors according to Table 3-6 of Guidebook 2019. In order to calculate the emissions from heavy-duty vehicles with equations 6 and 7 in the Guidebook a load factor of 0.5 is assumed.

For determination of the speed correction factor (Equation 8 in Guidebook 2019), it is assumed that the average speed of the different vehicle types is as listed in Table 3.17.

Particle and black carbon emission factors for tyre and brake wear are presented in Table 3.18 and activity data as driven kilometres in Table 3.9. above on page 23.

Table 3.17. Average speed per vehicle type and corresponding speed correction factor, brake wear.

| Vehicle type        | Average speed (km/h) | Speed correction factor |
|---------------------|----------------------|-------------------------|
| Two-wheelers        | 80                   | 0.59                    |
| Passenger cars      | 60                   | 1.13                    |
| Light-duty vehicles | 60                   | 1.13                    |
| Heavy-duty vehicles | 50                   | 1.40                    |

PM<sub>10</sub> and PM<sub>2.5</sub> emission factors are calculated according to Tables 3-7 in the Guidebook. Black carbon emissions are calculated as 0.0261 \* TSP emissions, also according to the Guidebook values. The emission factors are presented in Table 3.18.

Table 3.18 Particle emission factors for brake wear (mg/vkm) Including speed correction factors

| Pollutant         | Passenger cars | Light duty vehicles | Heavy duty vehicles | Mopeds and Motorcycles |
|-------------------|----------------|---------------------|---------------------|------------------------|
| TSP               | 8.5            | 13                  | 41                  | 2.2                    |
| PM <sub>10</sub>  | 8.3            | 13                  | 41                  | 2.1                    |
| PM <sub>2.5</sub> | 3.3            | 5.2                 | 16                  | 0.9                    |
| Share of TSP      |                |                     |                     |                        |
| Pollutant         | Passenger cars | Light duty vehicles | Heavy duty vehicles | Mopeds and Motorcycles |
| BC                | 0.153          | 0.153               | 0.153               | 0.153                  |

## Tyre wear

### *Heavy metal emissions*

Heavy metals (Cd, Cr, Cu, Ni, Pb, Zn, Se) are calculated as a fraction of TSP according to the metal content of tyres from a Swedish study from 2006 (Hjortenkrans et al. 2006). Several other studies on metal content from tyres are available, however the Hjortenkrans study is assumed to be most relevant for the Nordic conditions. In this study, the metal contents of tyres are measured for retreaded tyres and non-retreaded tyres. For the purposes of the emission inventory, retreaded tyres are assumed to be used for heavy-duty vehicles and buses and non-retreaded tyres are assumed to be used for all other vehicle types.

Emission estimates of arsenic are based on the metal fractions given in Guidebook 2019 since arsenic is not included in the Hjortenkrans study.

The EFs are presented in Table 3.19 and the activity data as driven kilometres in Table 3.9 above on page 23.

### *PAH emissions*

PAH emission factors for tyre and brake wear are presented in Table 3.19 and activity data as driven kilometres in Table 3.9. above on page 23.

*Table 3.19. HM and PAH emission factors for tyre wear (mg/kg)*

| Pollutant | Fraction of TSP (mg/kg), Passenger cars, LDV, two-wheelers | Fraction of TSP (mg/kg), HDV |
|-----------|--|------------------------------|
| As        | 3.8  | 3.8                          |
| Pb        | 9.4  | 9.5                          |
| Hg        | -  | -                            |
| Cd        | 1.1  | 0.86                         |
| Cr        | 1.7  | 1.3                          |
| Cu        | 8.6  | 7.4                          |
| Ni        | 3.2  | 2.9                          |
| Zn        | 9400   | 12000                        |

## Brake wear

### *Heavy metal emissions*

Heavy metals (Cd, Cu, Pb and Zn) are calculated as a fraction of TSP emissions according to the metal content of brakes available from the Swedish study Hjortenkrans et al. 2006. Hjortenkrans distinguishes between front and rear brakes as well as branded brakes and brakes from independent suppliers. In order to make an average emission factor it is assumed that 58 % of brake lining wear comes from rear brakes and 42% from front brakes, which is in line with the assumptions made in Westerlund (2001)<sup>1</sup>. In addition, it is assumed that 40 % of vehicle kilometers (vkm) are travelled by new cars (assumed to be newer than four years) that use branded brake lining and 60% by older cars using brake lining from independent brands, based on by the same study (Westerlund 2001)<sup>2</sup>

Where metal fractions are missing in Hjortenkrans 2006, values from Guidebook 2019 are used. This is the case for arsenic, chromium, nickel and selenium.

Corresponding information on the content of lead, copper and zinc in brakes from a 1998 study (Westerlund 1998) is provided in Hjortenkrans 2006. These values are applied in the inventory from 1990 to 1998 in the same way as the Hjortenkrans values in Table 6. For the years 1999-2004, the

<sup>1</sup> Assumptions in Westerlund (2001) are based on personal communication with Roland Hedlund, BBA Friction Sweden AB, in 1998.

<sup>2</sup> Assumptions in Westerlund (2001) are based on personal communication with Lars Burman, Slb Analys, The Stockholm Environment and Health Protection Administration, in 1998.

metal contents are interpolated, and from 2005 onwards, the values from Hjortenkrans 2006 are applied (Table 3.20).

Table 3.20. Cu, Pb and Zn as fractions of TSP for the time series 1990 onwards.

| Year      | Cu    | Pb    | Zn    |
|-----------|-------|-------|-------|
| 1990-1998 | 99686 | 14604 | 19911 |
| 1999      | 96173 | 12640 | 20047 |
| 2000      | 92661 | 10676 | 20184 |
| 2001      | 89148 | 8712  | 20320 |
| 2002      | 85635 | 6748  | 20456 |
| 2003      | 82123 | 4784  | 20593 |
| 2004      | 78610 | 2820  | 20729 |
| 2005      | 75097 | 856   | 20865 |
| 2006      | 75097 | 856   | 20865 |
| 2007-     | 52089 | 815   | 15900 |

## **Uncertainties**

Uncertainties are presented in Annex 7.

## **QA/QC and verification**

Normal statistical QA/QC procedures have been carried out,

## **Source specific recalculations**

2004

- Heavy metal emissions from road transport tyre and brake wear have been included in the inventory since the submission in 2004.

2009

- To the submission in 2009 the calculation method for particles was changed as a result from the Nordic co-operation in developing methodologies that better correspond to the regional circumstances. The method is based on Hjortenkrans 2006 and 2008 publications and information in the Swedish IIR.

2014

- Black carbon emissions were included in the inventory for first time in the 2014 submission.

2018

- *Mercury emissions were corrected for the whole time series due to the incorrect unit used in the earlier calculations.*
- *The shares of old/new cars were updated for the whole time series for Cu, Pb and Zn emissions.*

2019

- *The calculation methods changed to follow the Guidebook 2016 methodology*
- *PAH emissions included in the calculation method*
- *Emission factors from Guidebook 2016 have been adopted to the LIPASTO calculation sub-models*

2020

- *Particles and heavy metals 1980-2017 were recalculated with an increase of max 16% to emissions. Speed effect added to the brake wear formula (error in NAEGG co-operation report), recalculation done for the whole timeseries of heavy metals and particles.*
- *Tyre wear added to the selenium calculation, recalculation done for the whole timeseries.*

## **Source specific planned improvements**

- *Inclusion of calculation of PAH-4 emissions, when information is available.*

### 3.8 Road abrasion

#### 1 A 3 b vii Road transport: Automobile road abrasion

| Changes in chapter |            |
|--------------------|------------|
| February 2023      | AL, KS, TF |

#### Source category description

The contribution of the category to total emissions is presented below in Table 3.21.

Table 3.21 Contribution of NFR 1A3bvii in 2021 to total emissions.

| Pollutant         | Emissions in 2021 | Unit | Share of total emissions % |
|-------------------|-------------------|------|----------------------------|
| PM <sub>2.5</sub> | 0.456             | Gg   | 3.2                        |
| PM <sub>10</sub>  | 5.391             | Gg   | 19.4                       |
| TSP               | 10.783            | Gg   | 24.9                       |
| BC                | 0.089             | Gg   | 2.6                        |

#### Emission trend

The emissions are slightly increasing due to increased kilometrage of vehicles as seen in Figure 3.9. The road abrasion trend follows the vehicle kilometrage trend (Table 3.9).

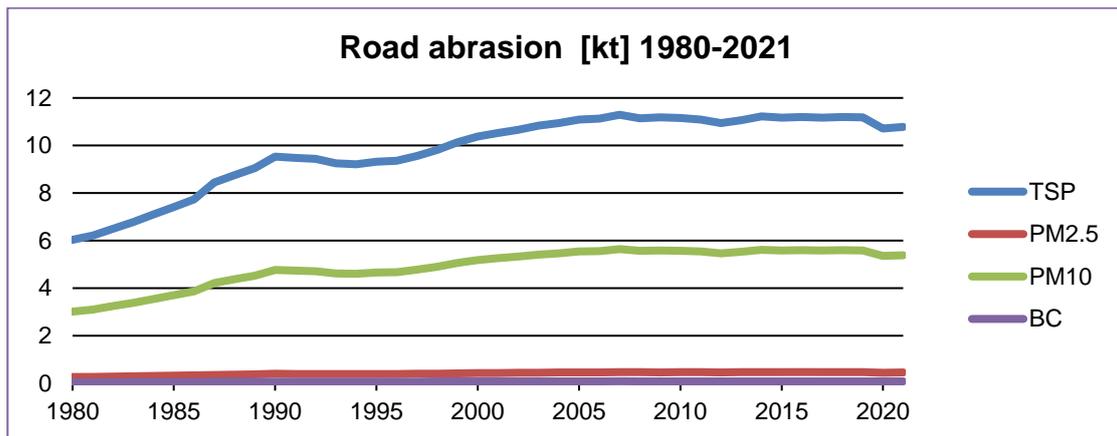


Figure 3.9. Emissions from road abrasion 1980-2021.

#### Methodological issues

##### Particle emissions

Particle emissions are presented in Table 3.20.

##### Activity data

Activity data as driven kilometres are according to the LIISA sub-model and is presented in Table 3.9. above on page 23.

## Emission factors (Table 3.22)

### Non-studded tyres

- TSP emission factors for road abrasion presented in Table 3.22 are from the Guidebook 2019 Table 3-8 and the fraction factors for PM<sub>10</sub> and PM<sub>2.5</sub> from TSP are calculated according to the Guidebook 2019 Table 3-9.

### Studded tyres

- Emission factors for studded tyres based on Swedish IIR 2008. The emission factors are adopted for Finnish conditions and are thus slightly higher than for Sweden, due to a longer period for use of studded tyres. The following assumptions have been made for the calculation of particle emissions from the use of studded tyres:
  - studded tyres are used only in passenger cars and light duty vehicles
  - studded tyres are used during 4.5 months per year in Finland
  - 80% of the passenger cars and light duty vehicles use studded tyres

$$\frac{4.5}{12} \times 0.80 = 0.30 \Rightarrow 30\%$$

Applying the method presented in the Swedish IIR 30% of vehicle kilometres of passenger cars and light duty vehicles are driven with studded tyres, and 70% with non-studded tyres. For the studded tyres a correction factor of 50 x PM<sub>10</sub> is used.

The same particle size fraction factors are used for both studded and non-studded tyres.

### Black carbon

Black carbon emissions are calculated using the emission factor 0.83% of TSP emissions (Aasestad, K. 2013).

Table 3.22 Emission factors used for particle emissions from road abrasion

| Road abrasion EFs<br>Vehicle category | Non studded tyres EF (g/km) GB 2019 |                  |                   | Studded tyres EF (g/km) Swedish IIR 2008 |                  |                   |
|---------------------------------------|-------------------------------------|------------------|-------------------|--|------------------|-------------------|
|                                       | TSP                                 | PM <sub>10</sub> | PM <sub>2.5</sub> | TSP                                      | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Passenger cars                        | 0.015                               | 0.0075           | 0.0041            | 0.75                                     | 0.375            | 0.01875           |
| Light duty vehicles                   | 0.015                               | 0.0075           | 0.0042            | 0.75                                     | 0.375            | 0.01875           |
| Heavy duty vehicles                   | 0.076                               | 0.038            | 0.021             | -  | -                | -                 |
| Mopeds & Motorcycles                  | 0.006                               | 0.003            | 0.0016            | -  | -                | -                 |

Particle emissions from road abrasion are presented in Table 3.23.

Table 3.23 Particle and black carbon emissions from road abrasion.

| Year | Road abrasion emissions (kt) |      |       |       |
|------|------------------------------|------|-------|-------|
|      | TSP                          | PM10 | PM2.5 | BC    |
| 1980 | 6.0                          | 3.0  | 0.27  | 0.050 |
| 1985 | 7.4                          | 3.7  | 0.32  | 0.062 |
| 1990 | 9.5                          | 4.8  | 0.40  | 0.079 |
| 1995 | 9.3                          | 4.7  | 0.39  | 0.077 |
| 2000 | 10.4                         | 5.2  | 0.43  | 0.086 |
| 2001 | 10.5                         | 5.3  | 0.44  | 0.087 |
| 2002 | 10.7                         | 5.3  | 0.45  | 0.088 |
| 2003 | 10.8                         | 5.4  | 0.45  | 0.090 |
| 2004 | 10.9                         | 5.5  | 0.46  | 0.091 |
| 2005 | 11.1                         | 5.5  | 0.47  | 0.092 |
| 2006 | 11.1                         | 5.6  | 0.47  | 0.092 |
| 2007 | 11.3                         | 5.6  | 0.48  | 0.094 |
| 2008 | 11.1                         | 5.6  | 0.47  | 0.093 |
| 2009 | 11.2                         | 5.6  | 0.47  | 0.093 |
| 2010 | 11.2                         | 5.6  | 0.47  | 0.093 |
| 2011 | 11.1                         | 5.5  | 0.47  | 0.092 |
| 2012 | 10.9                         | 5.5  | 0.46  | 0.091 |
| 2013 | 11.1                         | 5.5  | 0.47  | 0.092 |

|      |      |     |      |       |
|------|------|-----|------|-------|
| 2014 | 11.2 | 5.6 | 0.48 | 0.093 |
| 2015 | 11.2 | 5.6 | 0.47 | 0.093 |
| 2016 | 11.2 | 5.6 | 0.48 | 0.093 |
| 2017 | 11.2 | 5.6 | 0.47 | 0.093 |
| 2018 | 11.2 | 5.6 | 0.48 | 0.093 |
| 2019 | 11.2 | 5.6 | 0.47 | 0.093 |
| 2020 | 10.7 | 5.4 | 0.45 | 0.089 |
| 2021 | 10,8 | 5,4 | 0,46 | 0,089 |

### **Uncertainties**

Uncertainties are presented in Annex 7.

### **QA/QC and verification**

Normal statistical QA/QC procedures have been carried out.

### **Source specific recalculations**

2009

- The calculation method was changed as a result of Nordic co-operation.

2018

- The particle emission factors for road abrasion were revised based on the recommendation from the 2017 NECD Technical Review. Earlier all emission factors were from Swedens' IIR, in the 2018 submission Guidebook 2016 emission factors were adopted.

2019

- The kilometrage was checked according to the LIPASTO calculation model and the activity data for 1992 changed slightly while the other years were not impacted.

2020

- Particles in 1980-2017 were recalculated leading to slight decrease of emissions, but strong decrease of PM2.5 emissions in 1980-1989. The reason was correction of kilometrage data in the calculation sheets.

### **Source specific planned improvements**

None.

## **3. 9 Railways**

### **1 A 3 c Railways**

| <b>Changes in chapter</b> |                |
|---------------------------|----------------|
| February 2023             | AL, KM, KS, TF |

### **Source category description**

In Finland railway transportation is a minor emission source in the transport sector and comprises railway transport operated by diesel locomotives. The railway lines are mainly electrified.

In 2020 electric locomotives ran 89% of railway transportation, the number has increased by 5 percentage unit since 2008 (Finnish Railway Statistics 2019). Emissions from producing electricity used in electric trains are not included this category, but in category 1.A 1. In 2019 rail services accounted for 28% of all freight carryings in Finland, which is considerably higher than the average

for EU countries. (Statistical Yearbook of Finland, 2021). In 2020 the volume of freight transport in Finland totalled 38.4 million tonnes, which is same as in 2019 (Finnish Railway Statistics 2020).

The contribution of the category to total emissions is presented in Table 3.24.

Table 3.24 Contribution of NFR 1A3c in 2021 to total emissions.

| Pollutant                 | Emissions in 2021 | Unit | Share of total emissions % |
|---------------------------|-------------------|------|----------------------------|
| NOx (as NO <sub>2</sub> ) | 1.521             | Gg   | 1.5                        |
| NMVOG                     | 0.086             | Gg   | 0.1                        |
| SOx (as SO <sub>2</sub> ) | <0.001            | Gg   | <0.1                       |
| NH <sub>3</sub>           | <0.001            | Gg   | <0.1                       |
| PM <sub>2.5</sub>         | 0.029             | Gg   | 0.2                        |
| PM <sub>10</sub>          | 0.031             | Gg   | 0.1                        |
| TSP                       | 0.032             | Gg   | <0.1                       |
| BC                        | 0.019             | Gg   | 0.6                        |
| CO                        | 0.217             | Gg   | <0.1                       |
| Cd                        | <0.001            | Mg   | <0.1                       |
| Cr                        | 0.001             | Mg   | <0.1                       |
| Cu                        | 0.039             | Mg   | 0.1                        |
| Ni                        | 0.002             | Mg   | <0.1                       |
| Se                        | <0.001            | Mg   | <0.1                       |
| Zn                        | 0.023             | Mg   | <0.1                       |
| PAH-4                     | 0.002             | Mg   | <0.1                       |

### Emission trend

Most railway lines are nowadays electrified and transportation in minor railway lines operated by diesel locomotives has ceased. The recession and the rapid restructuring in Finland's forest industry significantly reduced freight carryings in 2008 and 2009. The recession still continued in 2014 and in 2015 there was a significant reduction in the transport volume compared to 2014 and since then the trend has levelled off (Figure 3.10).

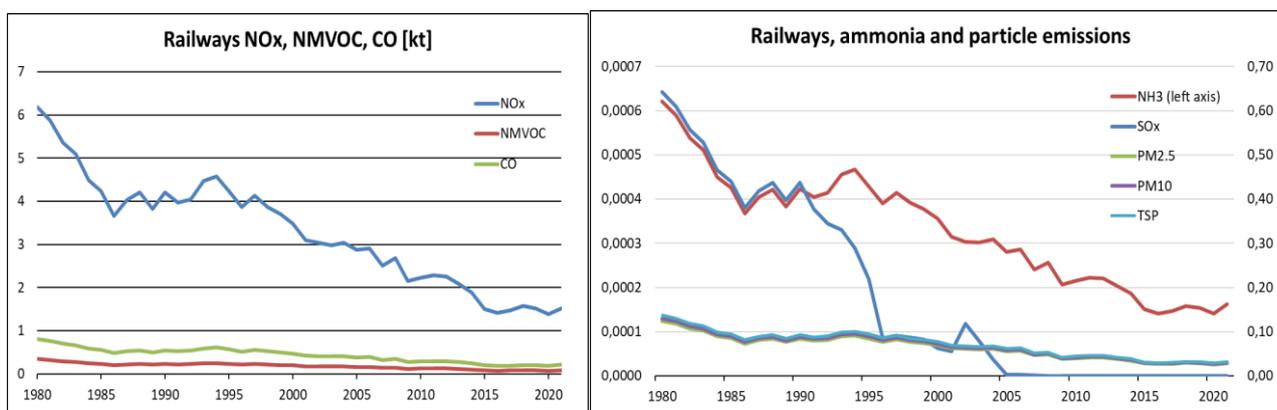


Figure 3.10. Emissions from railroad transportation 1980-2020

### Methodological issues

Railway transport emissions are calculated with the RAILI sub-model of the LIPASTO calculation system (<http://lipasto.vtt.fi/lipasto/index.htm>) for 1980 – 2050.

The RAILI model has been totally renewed and the year 2013 was the first year calculated with the new model. The calculation method is the same as in the old model. The emission factors have been harmonised to comply with the EMEP/EEA 2019 Guidebook and the calculation is carried out on Tier 3 level. The update of the model did not lead to differences in air pollutant emissions.

The RAILI model calculates SO<sub>2</sub>, CO, NMVOC, CH<sub>4</sub>, NO<sub>2</sub> and PM emissions by multiplying the amount of fuel used (kg) with emission factors (g/kg fuel). The amount of fuel used is calculated separately for passenger transport, freight transport and locomotives without wagons and for rail yard operations. To include the mobilisation time of the fleet, preparation and finishing times and extra transfer of the fleet, the amount of fuel is multiplied by a factor. This factor is based on an earlier study (research done by VR, the Finnish railway operator) where the total energy use of these activities was calculated

and then divided with the total amount of tonne kilometres resulting in a factor for the extra fuel consumption per tonne kilometre.

### Activity data

Activity data consist of gross tonne kilometres for ten train weight classes on all rail sections (107 sections). Shunting locomotive use is expressed as time (h/a) in all rail yards. There are four separate diesel locomotive types in the model and ten train weight classes for both passenger and freight transport. For every locomotive type, specific fuel consumption (litre/gross tonne km) has been determined. Shunting locomotive consumption is determined as litres per hour. Emission factors are expressed as grams per kg fuel used for each gas. Density for the diesel oil is 834 kg/m<sup>3</sup>. Emissions from wagon heating and the use of aggregates (for electricity production) are calculated by multiplying gross tonne kilometres with emission factors for wagon heating and aggregates. Gasoil consumption is presented in Table 3.25.

The gross tonne kilometre database and shunting locomotive statistics originate from VR Ltd, the only railway operator in Finland. The calculated amount of diesel fuel is crosschecked by the information of VR Ltd on the total fuel usage. All fuel used in railway transportation is nowadays gasoil for non-road use, which is technically the same product as sulphur free diesel oil.

Table 3.25 Gas oil consumption in railway transportation in 1980 - 2021.

| Gas oil consumption |       | Gas oil consumption |       |
|---------------------|-------|---------------------|-------|
| Year                | [kt]  | Year                | [kt]  |
| 1980                | 88.62 | 2011                | 31.78 |
| 1985                | 60.75 | 2012                | 31.54 |
| 1990                | 60.40 | 2013                | 29.11 |
| 1995                | 61.12 | 2014                | 26.55 |
| 2000                | 50.82 | 2015                | 21.51 |
| 2005                | 40.15 | 2016                | 20.08 |
| 2006                | 40.85 | 2017                | 21.04 |
| 2007                | 34.41 | 2018                | 22.57 |
| 2008                | 36.51 | 2019                | 21.99 |
| 2009                | 29.40 | 2020                | 20.14 |
| 2010                | 30.67 | 2021                | 23.22 |

### Emission factors

The emission factors are based on national measurements for CO, HC, NOx and TSP. The rest of emission factors are based on EMEP EEA Guidebook 2019.

PM<sub>10</sub> and PM<sub>2,5</sub> size fractions, black carbon, ammonia and heavy metal (Cd, Cr, Cu, Ni, Se and Zn) emissions are calculated with the Tier 1 emission factors of the EMEP EEA Guidebook 2019. PAH-4 emissions are the sum of emissions of benzo(a)pyrene and benzo(b)fluoranthene, for which Tier 1 emission factors are given in EMEP EEA Guidebook 2019.

The formula below has been used in calculation of emissions from diesel trains in RAILI model:

$$E^c = \sum_{x=1}^2 \left( \left( \sum_{l=1}^4 \sum_{w=1}^{10} d_{x,l,w} f_{x,l,w}^d \right) g_x e_x^{c,f} + d_x (f_x^h e^{c,h} + f_x^a e^{c,a}) + \left( \sum_{r=1}^N \sum_{l=1}^4 t_{x,l,r} f_{x,l}^t \right) e_x^{c,f} + \left( \sum_{l=1}^4 k_l f_l^k \right) e_x^{c,f} \right)$$

where

|           |   |
|-----------|---|
| $E^c$     | total emissions of compound c   |
| $c$       | compound  |
| $x$       | train type: person/freight train  |
| $l$       | type of locomotive (4 types)  |
| $w$       | train weight class (10 classes)   |
| $d$       | gross tonne kilometre   |
| $g$       | a factor for extra fuel consumption of non-line driving *                                       |
| $r$       | rail yard   |
| $N$       | number of rail yards  |
| $t$       | shunting time   |
| $k$       | locomotive kilometre  |
| $f^d$     | specific fuel consumption per gross tonne kilometre   |
| $f^t$     | specific fuel consumption per hour  |
| $f^h$     | specific fuel consumption of heating per gross tonne kilometre                                  |
| $f^a$     | specific fuel consumption of aggregate per gross tonne kilometre                                |
| $f^k$     | specific fuel consumption per locomotive kilometre  |
| $e^{c,f}$ | emission factor of compound c per fuel used   |
| $e^{c,h}$ | emission factor of compound c per fuel used for wagon heating                                   |
| $e^{c,a}$ | emission factor of compound c per fuel used for aggregates                                      |
| *         | mobilisation time of the fleet, preparation and finishing times and extra transfer of the fleet |

## **Uncertainties**

Uncertainties are presented in Annex 7.

## **QA/QC and verification**

The amount of gasoil calculated by VTT is crosschecked with the information of VR-Group on the total fuel usage. Statistics Finland crosschecks the fuel consumption data calculated within the RAILI model.

SO<sub>x</sub>, NO<sub>x</sub>, NMVOC and CO were compared to the data reported under the UNFCCC calculated at Statistics Finland.

## **Source specific improvements and recalculations**

2021

- All emissions for 2018 were recalculated due to update of fuel consumption data

2022

- For the years 1990-2016, emissions from railway transportation have been calculated using the RAILI model developed by VTT and based on the activity data of VR-Group Ltd (the only operator in Finland at that time). Since 2018 VR-Group Ltd no longer has reported their activity data in the format used in the RAILI model. Due to this change in data, for the years 2018 and 2019, the calculations were made using a temporal simple method based on VR-Group Ltd's fuel consumption reports and the average emission factors from the RAILI model. In addition, two new railway operators started operations, Fenniarail in 2017 and Operail in 2020, both using a new type of locomotive fleet. All these changes in data led to the renewal of the RAILI model for the 2022 submission.
- The renewal of the model mainly concerned pre-processing of the activity data, specifically gross tonne-kilometres, as basically the same activity data as used in the old RAILI model are also available in the new database maintained by the authority (the Finnish Transport Infrastructure Agency). The renewal process included, e.g. a precise selection and definition of the information to be included in the database. Calibration of the calculated fuel consumption results to be consistent with operators' yearly consumption reports is a new feature in the model.
- A comparison between the results of the old and renewed RAILI model for the year 2017 showed that the renewed model produced results that were very close to the results of the old model, and thus the calculations with the old and renewed model could be considered to produce consistent timeseries. Recalculations were made for the years 2017–2019 (+ 3 kt CO<sub>2</sub>-eq. in 2019). The renewed RAILI model is used also for the calculation of emissions in 2020.

## Source specific planned improvements

None.

## 3.10 Navigation

### 1 A 3 d ii National navigation (Shipping)

| Changes in chapter |                |
|--------------------|----------------|
| February 2023      | AL, KM, KS, TF |

#### Source category description

Domestic navigation includes sea-going ships, icebreakers, working boats, cruisers, ferryboats and leisure boats. Fishing boat emissions are included in the Agriculture, forestry and fisheries' sectors. Details on the inventory are presented in Chapter 2.x

Domestic navigation is a minor emission source and the trends of all emissions are declining due to the decreased activity.

The contribution of the category to total emissions is presented in Table 3.26.

Table 3.26 Contribution of NFR 1A3dii in 2021 to total emissions.

| Pollutant                 | Emissions in 2021 | Unit    | Share of total emissions % |
|---------------------------|-------------------|---------|----------------------------|
| NOx (as NO <sub>2</sub> ) | 4.810             | Gg      | 4.6                        |
| NMVOG                     | 3.550             | Gg      | 4.3                        |
| SOx (as SO <sub>2</sub> ) | 0.042             | Gg      | 0.2                        |
| NH <sub>3</sub>           | <0.001            | Gg      | <0.1                       |
| PM <sub>2.5</sub>         | 0.334             | Gg      | 2.3                        |
| PM <sub>10</sub>          | 0.340             | Gg      | 1.2                        |
| TSP                       | 0.340             | Gg      | 0.8                        |
| BC                        | 0.056             | Gg      | 1.7                        |
| CO                        | 25.281            | Gg      | 7.5                        |
| Pb                        | 0.008             | Mg      | <0.1                       |
| Cd                        | <0.001            | Mg      | <0.1                       |
| Hg                        | 0.002             | Mg      | 0.4                        |
| As                        | 0.003             | Mg      | 0.1                        |
| Cr                        | 0.006             | Mg      | <0.1                       |
| Cu                        | 0.013             | Mg      | <0.1                       |
| Ni                        | 0.192             | Mg      | 1.9                        |
| Se                        | <0.001            | Mg      | 0.2                        |
| Zn                        | 0.077             | Mg      | <0.1                       |
| PCDD/ PCDF                | 0.010             | g I-Teq | <0.1                       |
| HCB                       | 0.002             | kg      | <0.1                       |
| PCBs                      | 0.005             | kg      | <0.1                       |

#### Emission trends

Emission trends from navigation are included in the inventory and presented in Figure 3.11.

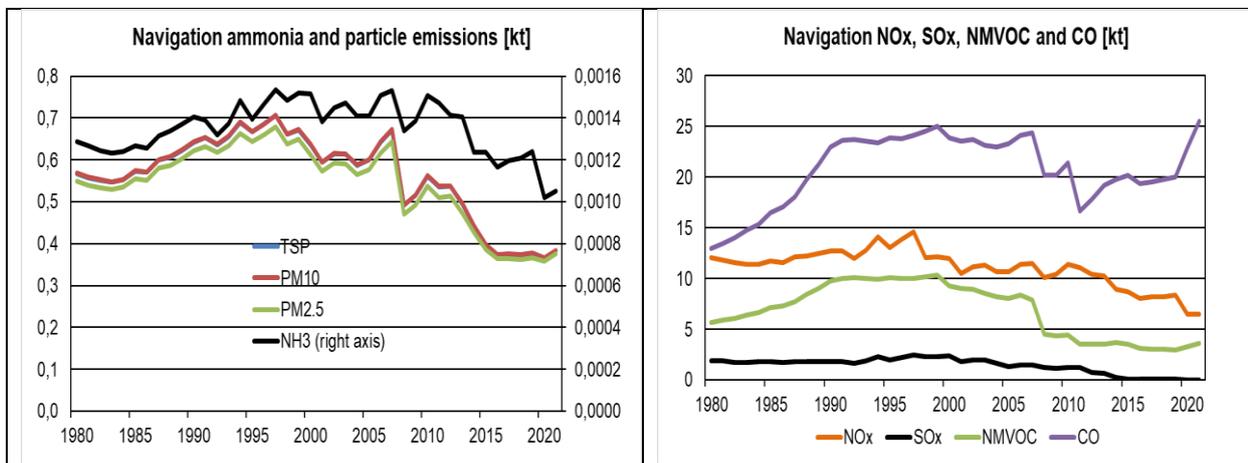


Figure 3.11. Emissions in 1980-2021 from National navigation

The amount of leisure boats increased strongly throughout the 1980s, as well as visits of ships in ports. The increase was folded by the recession in the beginning of the 1990. The number of visits in ports has been fluctuating during the whole time series. In 2008, two contemporaneous changes concerning leisure boating took place: there was a significant increase in fuel price and a change in legislation stating that all diesel driven boats had to use higher taxed diesel fuel, which together led up to a clearly lower use of leisure boats. Particulate emissions, as well as sulphur dioxide emissions, decreased significantly after the entry into force of the sulphur limits for marine fuels (0.1%, SECA) in 2015. The significant reduction in most emissions of waterway traffic for the year 2020 is due to COVID-19. CO and NMVOC emissions traffic are increased because leisure boat traffic dominates the emission shares for these emissions and leisure boating did not suffer from COVID restrictions in Finland.

Ferryboats are used to transport road vehicles across narrow water straits on the public road network and small ferries are used for transport connections between islands in the Finnish Archipelago. Emission from ferry boats show a stable increasing trend for the whole time series, while for cargo vessels the upward trend since 1990 changed to a downward trend in 2012 due to the prolonged economic downturn.

Passenger ships show a stable trend, while cargo vessels have a downward trend due to the prolonged economic downturn.

Depending on the ice conditions at the Baltic Sea, the fuel consumption of icebreakers can vary substantially as can be seen in Table 3.22.

### **Methodological issues**

#### *MEERI sub-model of LIPASTO*

Waterborne traffic emissions are calculated with the MEERI sub-model of the LIPASTO calculation system (<http://lipasto.vtt.fi/lipasto/index.htm>) for 1980 – 2050, where the methods depend on the vessel category.

The activity data of ships driving in shipping channels outside ports (km/a) are calculated using the number of port visits and the distances between the ports (km). The total energy use (kWh) is calculated for every ship type using the data on engine power (kW), engine load (%) and speed (km/h). There are nine different ship types in the model. Ships are further divided into different engine types (two-stroke and four-stroke). These are further divided into different emission levels, at the moment from Tier 0 to Tier 2. Ships have seven size categories. Emissions are calculated based on the fuels ships are using: Heavy fuel oil (HFO), HFO + scrubber, Marine diesel oil / Marine gas oil (MDO/MGO), Diesel and LNG.

For calculating emissions in ports, the time (h) of manoeuvring and berthing is determined. Using engine power (kW), engine load (%) and time (h) taken for manoeuvring and berthing, the total energy use in ports (kWh) is calculated for every ship type. Total emissions are obtained by multiplying the

total energy use (kWh) of ships by the emission factors (g/kWh) of different engine types (2-stroke and 4-stroke and auxiliary engines) (g/kWh).

The detailed and accurate database from the Finnish Transport Infrastructure Agency is analysed to produce power and speed classes for the ships. The Boat Register is the best available source for boats. In addition, origin-destination matrices are produced using the data.

The formula below has been used in calculation of emissions from all ships in the MEERI model except icebreakers:

$$E^c = \sum_{x=1}^2 \sum_{l=1}^9 \sum_{w=1}^7 \left( \frac{\sum_{i=1}^{N_{l,w}} d_{l,w,i}}{v_{l,w}^a} g_{l,x}^d p_{l,w,x}^a \sum_{y=1}^{10} \sum_{f=1}^5 (r_{x,y} s_{x,f} e_{x,l,w,y,f}^{c,d}) \right. \\ \left. + N_{l,w} \left( t_{l,w}^m g_{l,x}^m p_{l,w,x}^a \sum_{y=1}^{10} \sum_{f=1}^5 (r_{x,y} s_{x,f} e_{x,l,w,y,f}^{c,m}) \right. \right. \\ \left. \left. + t_{l,w}^b g_{l,x}^b p_{l,w,x}^a \sum_{y=1}^{10} \sum_{f=1}^5 (r_{x,y} s_{x,f} e_{x,l,w,y,f}^{c,b}) \right) \right)$$

where

|           |  |
|-----------|--|
| $E^c$     | total emissions of compound c  |
| $c$       | compound   |
| $x$       | engine function type (2 types): main engine / auxiliary engine                               |
| $l$       | type of ship (9 types)   |
| $w$       | gross register ton (GRT) class (7 classes)   |
| $N$       | number of trips / port visits  |
| $d$       | distance of an individual trip   |
| $v^a$     | average design speed   |
| $p^a$     | average nominal engine power   |
| $g^d$     | engine load factor during driving  |
| $g^m$     | engine load factor during manoeuvre  |
| $g^b$     | engine load factor during berthing   |
| $y$       | engine type by two/four-stroke engine and emission standard level (Tier) (10 combined types) |
| $r$       | share of engines by engine type  |
| $f$       | fuel type of engine (5 types)  |
| $s$       | share of engines by fuel type  |
| $t^m$     | time used for manoeuvre  |
| $t^b$     | time used for berthing   |
| $e^{c,d}$ | emission factor of compound c for driving  |
| $e^{c,m}$ | emission factor of compound c for manoeuvre  |
| $e^{c,b}$ | emission factor of compound c for berthing   |

Data on total fuel consumption of ferryboats and small ferries are acquired from road authorities.

### *Icebreakers and ferries*

Icebreaker and ferryboat emissions are calculated using total fuel consumption (from operator statistics, icebreaker consumption from Arctia Shipping Oy and ferryboat consumption from FinFerries Oy) and corresponding emission factors.

The formula below has been used in calculation of emissions from icebreakers:

$$E^c = \sum_{f=1}^{N^f} S_f e_f^c$$

where

|       |                                |
|-------|--------------------------------|
| $E^c$ | total emissions of compound c  |
| $c$   | compound                       |
| $f$   | fuel type                      |
| $N^f$ | number of fuel types           |
| $S$   | total fuel use by fuel type    |
| $e^c$ | emission factor for compound c |

Data on total fuel consumption of icebreakers are obtained from Arctia Shipping Ltd.

### *Leisure boats*

Leisure boat emission estimations are based on the use of energy (kWh) and corresponding emission factors (g/kWh). Energy use is calculated by boat category (six), engine type (four), average engine power class (10) (kW), engine load (%) and average operation time per year (h/a). Total emissions are calculated by multiplying total energy use (kWh) of engine types with corresponding emission factors (g/kWh).

Formula for leisure boats:

$$E^c = \sum_{l=1}^6 \sum_{y=1}^3 \sum_{r=1}^{10} N_{l,y,r} p_r g_{l,y,r} t_l e_y^c$$

|              |       |  |
|--------------|-------|--|
| <i>Where</i> | $E^c$ | total emissions of compound c  |
|              | $c$   | compound   |
|              | $l$   | type of leisure boat (6 types)   |
|              | $y$   | engine type & fuel: gasoline two/four-stroke engine and diesel engine (3 combined types) |
|              | $r$   | engine power class (10 classes)  |
|              | $N$   | number of boats  |
|              | $p$   | nominal engine power (class centre)  |
|              | $g$   | engine load factor   |
|              | $t$   | activity (hours in use per year)   |
|              | $e^c$ | emission factor for compound c   |

The number of bigger leisure boats is received from the Boat Register, the number of smaller boats is an estimation based on a thorough study made by VTT in 2004 and further estimated yearly based on the number of boats in the register. The Boat Register data include information on the type of engine(s), engine power and age.

### *Working boats and cruisers*

Total emissions of working boats and cruisers (sightseeing) are calculated by multiplying the total fuel use (kg/a) of boats by emission factors (g/kg fuel). Fuel consumption of these boats is calculated using the number of boats in different boat categories, engine power classes (kW) and average fuel consumption of a corresponding boat per year (kg/boat/a).

The formula below has been used in calculation of emissions from working boats:

$$E^c = \sum_{l=1}^3 N_l s_l e^c$$

where

|       |   |
|-------|---|
| $E_c$ | total emissions of compound c               |
| c     | compound                                    |
| $l$   | type of working boat (3 types)              |
| $N$   | number of working boats                     |
| s     | average fuel use of a working boat per year |
| $e_c$ | emission factor for compound c              |

The number of working boats is obtained from different official organisations (e.g. customs, sea rescue). The number of cruisers (sightseeing boats, etc.) comes from the Finnish Transport Infrastructure Agency.

#### *Emission factors*

MEERI model uses emission factors from the EMEP/EEA Emission Inventory Guidebook. For HFO the As EFs and for HFO/LFO the Cu and Se EFs are from Guidebook 2016 and since 2018 from Guidebook 2019. The explanation will be included in the next submission.

#### *STEAM model*

The Finnish Meteorological Institute has a world leading ship emission model STEAM, where the ship emission calculations are based on data from AIS (Automatic Identification System) on the entire Baltic Sea. The detailed results of this model have been used to estimate characteristics of ships, auxiliary engines, speeds and fuel types.

#### *Ferry traffic between Finland and Sweden*

Ferry traffic between Finland and Sweden is frequent. Since 1999, all ferries have been put in at the ports of Åland (which is an archipelago between Sweden and Finland belonging to Finland) but only a very small portion of passengers on these ferries are actually travelling between the mainland and Åland (e.g. 0.7% of all passengers using the Helsinki to Sweden lines travel between Helsinki and Åland).

The method used to separate domestic ferry traffic from international traffic to Sweden is to define domestic ship kilometres according to the share of passengers travelling to the archipelago of Åland.

#### *Channels outside ports*

The activity data of ships driving in shipping channels outside ports (km/a) are calculated using the number of port visits and the distances between the ports (km). The total energy use (kWh) is calculated for every ship type using the data on engine power (kW), engine load (%) and speed (km/h). In the model there are 9 different ship types. Ships are further divided into different engine types (2-stroke and 4-stroke). These are further divided into different emission levels, at the moment from Tier 0 to Tier 2. Ships have 7 size categories. Emissions are calculated according to the fuels ships are using: Heavy fuel oil (HFO), HFO + scrubber, Marine diesel oil / Marine gas oil (MDO/MGO), Diesel and Gas (LNG).

#### *Port visits*

For the MEERI model, a detailed database on every ship visit in Finnish ports is obtained from the Finnish Transport Infrastructure Agency. The database includes data on ship type, age, size (GT = gross tonnage), engine power, speed, engine load, port, previous port, destination, nationality, and trip type (domestic/international).

#### *Fuel consumption*

Amount of fuels (TJ) per ship type (Table 3.27) have been partly used as activity data to calculate emissions of domestic navigation. In 2019 bio-shares of gasoline and diesel oil were 6.6% and 13.3% respectively (calculated from TJ).

Table 3.27 Amount of fuels in domestic navigation by vessel type 1990-2021 (PJ) (MEERI 2021)

|      | Leisure boats | Icebreakers | Ferryboats | Passenger ships (domestic) | Cargo ships (domestic) | Cruisers (sightseeing) | Working boats |
|------|---------------|-------------|------------|----------------------------|------------------------|------------------------|---------------|
| 1990 | 2.25          | 0.48        | 0.27       | 0.16                       | 1.19                   | 0.10                   | 1.42          |
| 1995 | 2.35          | 0.58        | 0.31       | 0.12                       | 1.39                   | 0.10                   | 1.27          |
| 2000 | 2.43          | 0.82        | 0.29       | 0.42                       | 1.63                   | 0.15                   | 1.26          |
| 2005 | 2.40          | 0.98        | 0.28       | 0.47                       | 1.24                   | 0.12                   | 1.26          |
| 2006 | 2.47          | 1.19        | 0.27       | 0.36                       | 1.51                   | 0.12                   | 1.27          |
| 2007 | 2.48          | 1.16        | 0.27       | 0.39                       | 1.68                   | 0.12                   | 1.27          |
| 2008 | 2.03          | 0.54        | 0.26       | 0.36                       | 1.64                   | 0.12                   | 1.27          |
| 2009 | 2.10          | 0.86        | 0.26       | 0.36                       | 1.52                   | 0.12                   | 1.27          |
| 2010 | 2.24          | 1.28        | 0.27       | 0.34                       | 1.69                   | 0.12                   | 1.27          |
| 2011 | 1.78          | 1.11        | 0.26       | 0.45                       | 1.89                   | 0.12                   | 1.27          |
| 2012 | 1.88          | 0.78        | 0.34       | 0.57                       | 1.58                   | 0.12                   | 1.27          |
| 2013 | 2.00          | 0.85        | 0.31       | 0.64                       | 1.29                   | 0.12                   | 1.27          |
| 2014 | 1.84          | 0.49        | 0.28       | 0.52                       | 1.15                   | 0.12                   | 1.27          |
| 2015 | 1.92          | 0.56        | 0.31       | 0.52                       | 1.22                   | 0.09                   | 1.28          |
| 2016 | 1.84          | 0.40        | 0.29       | 0.54                       | 1.17                   | 0.08                   | 1.27          |
| 2017 | 1.83          | 0.57        | 0.29       | 0.53                       | 1.24                   | 0.08                   | 1.27          |
| 2018 | 1.84          | 0.60        | 0.27       | 0.52                       | 1.30                   | 0.08                   | 1.27          |
| 2019 | 1.85          | 0.42        | 0.27       | 0.51                       | 1.48                   | 0.08                   | 1.27          |
| 2020 | 2.12          | 0.23        | 0.27       | 0.18                       | 0.70                   | 0.08                   | 1.27          |
| 2021 | 2.33          | 0.46        | 0.27       | 0.23                       | 0.43                   | 0.08                   | 1.27          |

### Uncertainties

Uncertainties are presented in Annex 7.

### QA/QC and verification

Statistics Finland crosschecks the fuel consumption data calculated within the MEERI and STEAM models.

SO<sub>x</sub>, NO<sub>x</sub>, NMVOC and CO were compared to the data reported under the UNFCCC calculated at Statistics Finland.

### Source specific recalculations

2020

- Guidebook 2019 emission factors are used in the submission to replace the earlier country-specific EFs for PM<sub>2.5</sub> and PM<sub>10</sub> (1980-2017). The differences were small (in the third decimal of the EF) and resulting changes in emissions thus negligible.
- BC 2008-2017 recalculated due to correction of EF for diesel oil (Guidebook 2019)
- NO<sub>x</sub>, NMVOC, SO<sub>x</sub>, NH<sub>3</sub>, PM<sub>2.5</sub>, PM<sub>10</sub>, TSP, CO in 1980-1989 were corrected in the NFR table.
- NMVOC 2015, recalculated due to correction of fuel use data for ice breakers, only a minor decrease in emissions

2021

- PM<sub>2.5</sub> emissions were recalculated for 1990-2018 due to correction of EFs in the calculation sheet
- All emissions were recalculated for 2016-2018 due to correction of EFs for ferryboats in the calculation sheet

2022

- As, Cu and Se emissions for 2018 to 2019 were recalculated due to update of emission factors of heavy fuel oil and gasoil. The explanation for the choice of the EFs will be included in the 2023 IIR.

### Source specific planned improvements

None.

### 3.11 Off-road mobile sources

| Changes in chapter |                |
|--------------------|----------------|
| February 2023      | AL, KM, KS, TF |

|   |
|---|
| <b>1 A 2 g vii Mobile Combustion in manufacturing industries and construction</b>     |
| <b>1 A 4 a ii Commercial / institutional: Mobile</b>                                  |
| <b>1 A 4 b ii Residential: Household and gardening (mobile)</b>                       |
| <b>1 A 4 c ii Agriculture/Forestry/Fishing: Off-road vehicles and other machinery</b> |
| <b>1A 4 c iii Agriculture/Forestry/Fishing: National fishing</b>                      |
| <b>1 A 5 b Other, Mobile (including military, land based and recreational boats)</b>  |

#### Source category description

This chapter covers emissions from mobile combustion in commercial, institutional and residential sectors for NFR categories 1A4a, 1A4c, 1A4ciii and 1A5b (Table 3.24) including machinery types in the Finnish Off-Road machinery model presented in Table 3.25. The contributions of the categories are presented in Tables 3.28a-f.

Table 3.28a Contribution of NFR 1A2 g vii in 2021 to total emissions

| Pollutant                             | Emissions in 2021 | Unit | Share of total emissions % |
|---------------------------------------|-------------------|------|----------------------------|
| NO <sub>x</sub> (as NO <sub>2</sub> ) | 4.905             | Gg   | 4.7                        |
| NMVOG                                 | 1.040             | Gg   | 1.3                        |
| SO <sub>x</sub> (as SO <sub>2</sub> ) | 0.004             | Gg   | <0.1                       |
| NH <sub>3</sub>                       | 0.003             | Gg   | <0.1                       |
| PM <sub>2.5</sub>                     | 0.258             | Gg   | 1.8                        |
| PM <sub>10</sub>                      | 0.258             | Gg   | 0.9                        |
| TSP                                   | 0.258             | Gg   | 0.6                        |
| BC                                    | 0.157             | Gg   | 4.6                        |
| CO                                    | 7.075             | Gg   | 2.1                        |
| Cd                                    | 0.004             | Mg   | 0.4                        |
| Cr                                    | 0.019             | Mg   | 0.1                        |
| Cu                                    | 0.632             | Mg   | 1.6                        |
| Ni                                    | 0.026             | Mg   | 0.3                        |
| Se                                    | 0.004             | Mg   | 0.8                        |
| Zn                                    | 0.372             | Mg   | 0.3                        |
| PAH-4                                 | 0.030             | Mg   | 0.1                        |

Table 3.28b Contribution of NFR 1A4 a ii in 2021 to total emissions

| Pollutant                             | Emissions in 2021 | Unit | Share of total emissions % |
|---------------------------------------|-------------------|------|----------------------------|
| NO <sub>x</sub> (as NO <sub>2</sub> ) | 1.121             | Gg   | 1.1                        |
| NMVOG                                 | 0.432             | Gg   | 0.5                        |
| SO <sub>x</sub> (as SO <sub>2</sub> ) | 0.001             | Gg   | <0.1                       |
| NH <sub>3</sub>                       | <0.001            | Gg   | <0.1                       |
| PM <sub>2.5</sub>                     | 0.077             | Gg   | 0.5                        |
| PM <sub>10</sub>                      | 0.077             | Gg   | 0.3                        |
| TSP                                   | 0.077             | Gg   | 0.2                        |
| BC                                    | 0.021             | Gg   | 0.6                        |
| CO                                    | 15.159            | Gg   | 4.5                        |
| Cd                                    | <0.001            | Mg   | 0.1                        |
| Cr                                    | 0.005             | Mg   | <0.1                       |
| Cu                                    | 0.167             | Mg   | 0.4                        |
| Ni                                    | 0.007             | Mg   | <0.1                       |
| Se                                    | <0.001            | Mg   | 0.2                        |
| Zn                                    | 0.098             | Mg   | <0.1                       |
| PAH-4                                 | 0.008             | Mg   | <0.1                       |

Table 3.28c Contribution of NFR 1A4 b ii in 2021 to total emissions

| Pollutant                 | Emissions in 2021 | Unit | Share of total emissions % |
|---------------------------|-------------------|------|----------------------------|
| NOx (as NO <sub>2</sub> ) | 0.919             | Gg   | 0.9                        |
| NMVOG                     | 2.144             | Gg   | 2.6                        |
| SOx (as SO <sub>2</sub> ) | <0.001            | Gg   | <0.1                       |
| NH <sub>3</sub>           | <0.001            | Gg   | <0.1                       |
| PM <sub>2.5</sub>         | 0.125             | Gg   | 0.9                        |
| PM <sub>10</sub>          | 0.125             | Gg   | 0.5                        |
| TSP                       | 0.125             | Gg   | 0.3                        |
| BC                        | 0.023             | Gg   | 0.7                        |
| CO                        | 35.889            | Gg   | 10.6                       |
| Cd                        | <0.001            | Mg   | <0.1                       |
| Cr                        | 0.003             | Mg   | <0.1                       |
| Cu                        | 0.098             | Mg   | 0.2                        |
| Ni                        | 0.004             | Mg   | <0.1                       |
| Se                        | <0.001            | Mg   | 0.1                        |
| Zn                        | 0.057             | Mg   | <0.1                       |
| PAH-4                     | 0.005             | Mg   | <0.1                       |

Table 3.28d Contribution of NFR 1A4 c ii in 2021 to total emissions

| Pollutant                 | Emissions in 2021 | Unit | Share of total emissions % |
|---------------------------|-------------------|------|----------------------------|
| NOx (as NO <sub>2</sub> ) | 2.281             | Gg   | 2.2                        |
| NMVOG                     | 1.297             | Gg   | 1.6                        |
| SOx (as SO <sub>2</sub> ) | 0.003             | Gg   | <0.1                       |
| NH <sub>3</sub>           | 0.002             | Gg   | <0.1                       |
| PM <sub>2.5</sub>         | 0.149             | Gg   | 1.0                        |
| PM <sub>10</sub>          | 0.149             | Gg   | 0.5                        |
| TSP                       | 0.149             | Gg   | 0.3                        |
| BC                        | 0.063             | Gg   | 1.9                        |
| CO                        | 8.690             | Gg   | 2.6                        |
| Cd                        | 0.002             | Mg   | 0.3                        |
| Cr                        | 0.012             | Mg   | <0.1                       |
| Cu                        | 0.406             | Mg   | 1.0                        |
| Ni                        | 0.017             | Mg   | 0.2                        |
| Se                        | 0.002             | Mg   | 0.5                        |
| Zn                        | 0.239             | Mg   | 0.2                        |
| PAH-4                     | 0.019             | Mg   | <0.1                       |

Table 3.28e Contribution of NFR 1A4 c iii in 2021 to total emissions

| Pollutant                 | Emissions in 2021 | Unit    | Share of total emissions % |
|---------------------------|-------------------|---------|----------------------------|
| NOx (as NO <sub>2</sub> ) | 1.718             | Gg      | 1.6                        |
| NMVOG                     | 0.079             | Gg      | <0.1                       |
| SOx (as SO <sub>2</sub> ) | <0.001            | Gg      | <0.1                       |
| NH <sub>3</sub>           | <0.001            | Gg      | <0.1                       |
| PM <sub>2.5</sub>         | 0.041             | Gg      | 0.3                        |
| PM <sub>10</sub>          | 0.044             | Gg      | 0.2                        |
| TSP                       | 0.044             | Gg      | 0.1                        |
| BC                        | 0.014             | Gg      | 0.4                        |
| CO                        | 0.265             | Gg      | <0.1                       |
| Pb                        | 0.004             | Mg      | <0.1                       |
| Cd                        | <0.001            | Mg      | <0.1                       |
| Hg                        | <0.001            | Mg      | 0.2                        |
| As                        | 0.001             | Mg      | <0.1                       |
| Cr                        | 0.002             | Mg      | <0.1                       |
| Cu                        | 0.006             | Mg      | <0.1                       |
| Ni                        | 0.032             | Mg      | 0.3                        |
| Se                        | <0.001            | Mg      | <0.1                       |
| Zn                        | 0.038             | Mg      | <0.1                       |
| PCDD/ PCDF                | 0.004             | g I-Teq | <0.1                       |
| PAH-4                     | <0.001            | Mg      | <0.1                       |
| HCB                       | 0.003             | kg      | <0.1                       |
| PCSs                      | 0.001             | kg      | <0.1                       |

The mobile sources covered by the inventory are presented in Table 3.29 and the breakdown of the different machine types in Table 3.30.

Table 3.29 Mobile sources reported under NFR 1A2gvii, 1A4aii, 1A4bii, 1A4cii and 1A5a.

| NFR     | Source  | Emissions  |
|---------|---|--|
| 1A2gvii | Manufacturing industry – off-road vehicles and machinery  | NO <sub>x</sub> , NMVOC, SO <sub>x</sub> , NH <sub>3</sub> , TSP, PM <sub>10</sub> , PM <sub>2.5</sub> , BC, CO, Cd, Cr, Cu, Ni, Se, Zn, PAH-4                               |
| 1A4aii  | Commercial/ Institutional combustion - mobile   |  |
| 1A4bii  | Household and gardening (mobile)  |  |
| 1A4cii  | Agriculture/Forestry/Fishing – Stationary- off-road vehicles and                                  |  |
| 1A4ciii | National Fishing  | NO <sub>x</sub> , NMVOC, SO <sub>x</sub> , NH <sub>3</sub> , TSP, PM <sub>10</sub> , PM <sub>2.5</sub> , BC, CO, Pb, Cd, Hg, As, Cr, Cu, Ni, Se, Zn, PCDD/F, PAH-4, HCB, PCB |
| 1A5a    | Other stationary (including military)<br>Note: military mobile sources included in this category. | NO <sub>x</sub> , NMVOC, SO <sub>x</sub> , NH <sub>3</sub> , TSP, PM <sub>10</sub> , PM <sub>2.5</sub> , BC, CO, Pb, Cd, Hg, As, Cr, Cu, Ni, Se, Zn, PCDD/F, PAH-4, HCB      |

### **Emission trend**

The emission reduction requirements have been tightened the last decade. Efficient reduction of emissions may increase fuel consumption. Particle, sulphur and nitrogen oxide emissions have come down, however, for instance the decrease in CO emissions during the latest years is expected to turn into an increase along with the growth of the fleet/fuel consumption.

The emission trend of off-road vehicles and other machinery follows the overall trend of emissions; economic depression at the beginning of 90's decreased emissions. After that time, emissions from specifically leisure time activities have increased (gasoline; ATV (all-terrain vehicle), snowmobiles) while emissions from business activities have decreased (gasoil/diesel).

The economic depression that started in 2008 in Finland lowered the leisure time activity and hence the emissions in 2008. During 2009 the use of off-road vehicles and machinery was at lowest level in the total time series. In 2010 the market began to recover, and the use of vehicles and other machinery increased. Prolonged economic downturn has again turned the trend downwards. The greatest increase was in off-road vehicles and other machinery using gasoil/diesel. The use of biofuels started in 2008 and in 2010 the use was doubled. From the year 2013 onwards the bio share is zero. From 2013 the bio-share of gasoil has decreased to very low level (0.1 to 0.2%). Because the share is so low, Statistics Finland decided to allocate this bio-share into road transport instead of non-road use.

NO<sub>x</sub> emissions began to decrease in the early 2000s as diesel working machines came under the control of emissions.

The rapid reduction in NMVOC emissions in the 1A4aii group is the result of the significant replacement of 2-stroke gasoline engines (high hydrocarbon emissions) with 4-stroke engines, especially for professional use, and the general development of 2-stroke technology to reduce hydrocarbon emissions.

SO<sub>2</sub> emissions practically ended from 2005 onwards as a consequence of the transition to sulphur-free fuel oil (from 0.175% to 0.0006% S by weight) and sulphur content was lowered in gasoline, too.

Emission and fuel consumption trends are presented in Figure 3.12 and fuel consumption in in Table 3.29.

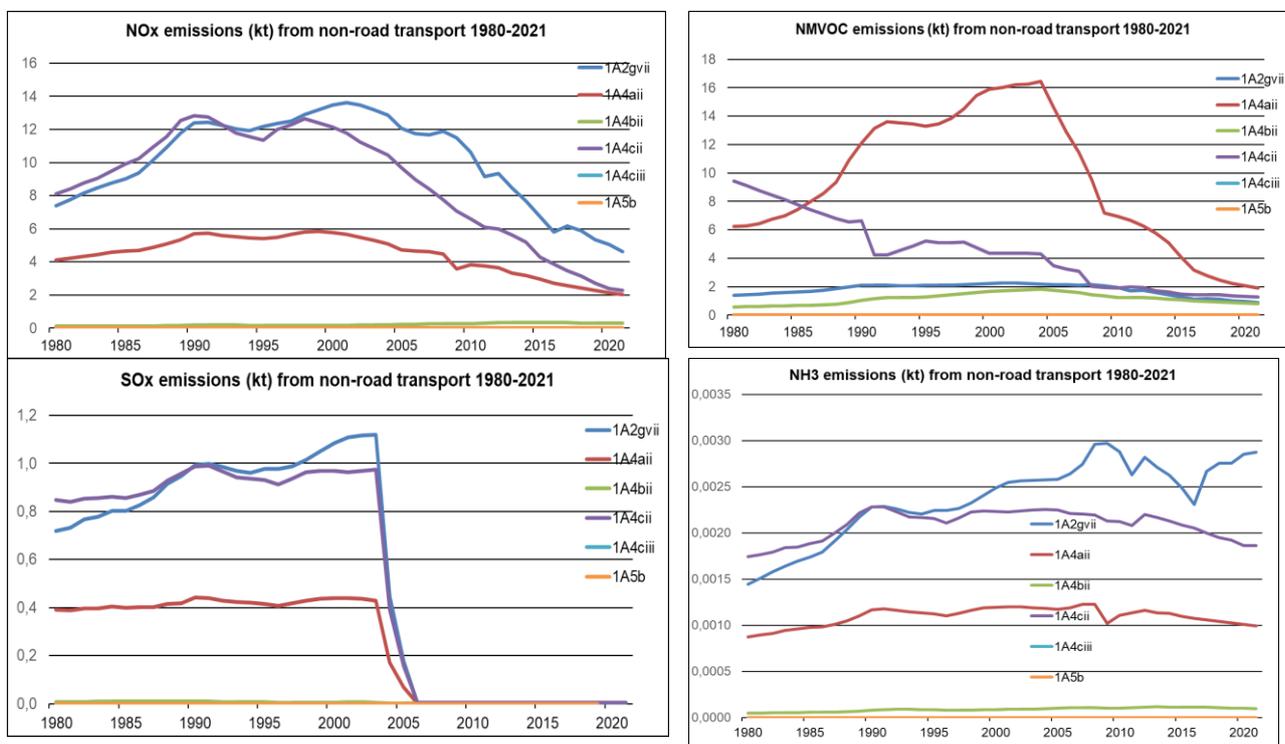


Figure 3.12 Emission trends 1980-2021

### Fuel consumption

Fuel consumption data in NFR categories 1A2gvii, 1A4aii, 1A4bii, 1A4cii, 1A4ciii and 1A5b are provided in Table 3.29.

Table 3.29 Fuel consumption (PJ) in non-road transport 1990-2021

|                                   | 1990 | 1995 | 2000 | 2005 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|-----------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| <b>Off-road working machinery</b> |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Gasoil                            | 29.4 | 28.3 | 30.4 | 30.7 | 31.1 | 29.5 | 31.6 | 31.2 | 30.6 | 29.5 | 28.2 | 29.9 | 30.0 | 29.8 | 29.9 | 29.0 |
| Motor gasoline                    | 3.1  | 3.2  | 3.6  | 3.8  | 3.3  | 3.4  | 3.5  | 3.6  | 3.5  | 3.4  | 3.2  | 3.1  | 3.0  | 2.8  | 2.7  | 2.6  |
| Liquid gas                        | 0.3  | 0.3  | 0.2  | 0.3  | 0.2  | 0.2  | 0.2  | 0.2  | 0.2  | 0.2  | 0.2  | 0.2  | 0.2  | 0.2  | 0.2  | 0.2  |
| Liquid biofuels                   | NO   | NO   | NO   | NO   | 0.6  | 0.8  | 0.4  | 0.2  | 0.2  | 0.2  | 0.2  | 0.2  | 0.2  | 0.2  | 0.2  | 1.3  |

### Methodological issues

The calculation of off-road machinery is carried out at VTT Technical Research Centre by TYKO calculation model designed for the inventory of off-road machinery. The model estimates emissions and energy consumption of non-road machinery for five main categories: Drivable diesel, drivable gasoline, moveable diesel, moveable gasoline and handheld gasoline, totalling 51 different machine types. The main results of the TYKO model can be seen on the website:

<http://lipasto.vtt.fi/tyko/results.htm>.

In diesel-powered machinery and off-road vehicles, the term diesel refers to technology. There have been some changes in legislation and fuel tax decisions concerning the use of diesel oil and gasoil over time. In this report, we use the terminology “non-road-gasoil” to describe the use of gasoil in diesel engines in off-road vehicles and other machinery and domestic navigation (wherever it is allowed to use lower taxed gasoil instead of higher taxed diesel oil).

The breakdown of different machine types in TYKO model is presented in Table 3.30 and the properties of fuels used in working machines in Table 3.31.

Table 3.30 Breakdown of different machine types in TYKO model (updated 2020).

| NFR subcategory                        | Type of machine                 | NFR subcategory                                | Type of machine                    |
|--|---------------------------------|--|------------------------------------|
| 1A2gvii Other / mobile                 | Backhoe loaders                 | 1A4ai<br>Commercial/institutional              | ATV, 2-stroke, professional        |
|  | Bulldozers                      |  | ATV, 4-stroke, professional        |
|  | Compactors, diesel              |  | ATV, diesel                        |
|  | Compressors                     |  | Forklifts, diesel                  |
|  | Cranes                          |  | Graders                            |
|  | Dumpers                         |  | Maintenance tractors               |
|  | Excavators, rubber tire         |  | Other drivable machines, diesel    |
|  | Excavators, skid steer          |  | Skid steer loaders                 |
|  | Forklift, gas                   |  | Snowmobiles, 2-stroke professional |
|  | Forklift, gasoline              |  | Snowmobiles, 4-stroke professional |
|  | Generator sets, diesel          | 1A4bii Residential:<br>Household and gardening | ATV, 2-stroke, leisure             |
|  | Generator sets, gasoline        |  | ATV, 4-stroke,leisure              |
|  | Mini excavators, skid steer     |  | Chain saws, hobby                  |
|  | Other lifts, diesel             |  | Lawn movers, handheld              |
|  | Other moveable machines, diesel |  | Lawn tractor, diesel               |
|  | Wheel loaders                   |  | Other drivable, gasoline           |
|  |                                 |  | Other handheld machines            |
| 1A4cii<br>Agriculture/Forestry/Fishing | Farm tractors                   | Other moveable machines, gasoline              |                                    |
|  | Forest harvesters               | Other tractors                                 |                                    |
|  | Forwarders (forest tractors)    | Riding mowers, gasoline                        |                                    |
|  | Professional chain saws         | Snow blowers                                   |                                    |
|  | Soil cultivators                | Snowmobiles, 2-stroke leisure                  |                                    |
|  |                                 | Snowmobiles, 4-stroke leisure                  |                                    |
|  |                                 | Trimmers                                       |                                    |

Table 3.31 Fuel properties of working machines (TYKO 2021 model 17.1.2023)

| Gasoline                          |  |
|-----------------------------------|--|
| Specific weight                   | 0.744 kg/l (density 744 kg/m <sup>3</sup> )          |
| Heating value                     | 41.8 MJ/kg 31.1 MJ/ dm <sup>3</sup>                  |
| Energy                            | 1 kWh = 3.6 MJ                                       |
| Sulphur content (S)               | 0.0008 w-% = 0.0143 g/kg SO <sub>2</sub>             |
| Carbon dioxide (CO <sub>2</sub> ) | 2028.5 g/(dm <sup>3</sup> fuel) = 2722.2 g/(kg fuel) |
| Diesel                            |  |
| Specific weight                   | 0.834 kg/l (density 834 kg/m <sup>3</sup> )          |
| Heating value                     | 43.2 MJ/kg   |
| Energy                            | 1 kWh = 3.6 MJ                                       |
| Sulphur content (S)               | 0.0006 w-% = 0.0107 g/kg SO <sub>2</sub>             |
| Carbon dioxide (CO <sub>2</sub> ) | 2540.9 g/(dm <sup>3</sup> fuel) = 3053.6 g/(kg fuel) |

Emissions are calculated separately for gasoline, diesel and LPG machinery. The main method is to sum up the product of the machinery population, engine power, load factor, activity hours and emission factors. Data on machine population are based on national estimations, machinery registrations, sales figures and knowledge on the life expectancy of machinery.

The Tier 3 calculation method is consistent with the EMEP/EEC Guidebook and is widely used, for example, in the U.S. EPA Nonroad model (1998) and CORINAIR Off-Road vehicle and Machines model (Andrias et al., 1994). Emissions in TYKO model are calculated with the formula below:

$$E^c = \sum_{l=1}^{N^l} g_l \sum_{r=1}^4 p_{l,r} \sum_{x=1}^3 \sum_{f=1}^3 \sum_{s=1}^6 \left( \sum_{u=1}^3 \sum_{a=1}^{40} N_{l,r,x,f,s,u,a}^m t_{l,r,x,f,s,u,a} \right) e_{l,r,x,f,s}^c$$

where,

|       |  |
|-------|--|
| $E^c$ | total emissions of compound c            |
| c     | compound                                 |
| l     | type of machinery                        |
| N     | number of machinery types (presently 50) |
| g     | engine load factor by machinery type     |

|                      |   |
|----------------------|---|
| <i>r</i>             | engine power class (4 classes)  |
| <i>p</i>             | nominal engine power (class centre)   |
| <i>x</i>             | engine type (presently 3: two/four-stroke gasoline and diesel engines)        |
| <i>f</i>             | fuel type (3 types)   |
| <i>s</i>             | emission standard level (Stage) by model year of machinery (6 classes)        |
| <i>u</i>             | type of usage (3 types: professional/leisure/both)                            |
| <i>a</i>             | age of machine (max 40)   |
| <i>N<sup>m</sup></i> | number of machines by detail (machinery fleet in the calculation year by age) |
| <i>t</i>             | activity (hours in use per year)  |
| <i>e<sup>c</sup></i> | emission factor for compound c  |

Formula for detailed machinery fleet calculations:

$$N_y^m = N_{y-1}^m (1 - w_y^m) + S_y^m$$

where

|                                  |  |
|----------------------------------|--|
| <i>N<sub>y</sub><sup>m</sup></i> | machinery fleet by type (detailed) in the year y |
| <i>w<sub>y</sub><sup>m</sup></i> | scrapping factor of machinery in the year y      |
| <i>S<sub>y</sub><sup>m</sup></i> | new sales of machinery in the year y             |

Based on energy use (kWh) and emission factors (g/kWh) TYKO model calculates the following basic emissions: CO, HC/NMVOC, NO<sub>x</sub>, TSP, CH<sub>4</sub>, N<sub>2</sub>O, SO<sub>2</sub>, CO<sub>2</sub>, fuel consumption, energy and AdBlue.

- PM<sub>10</sub> and PM<sub>2.5</sub> size fractions of particulate matter emissions are calculated from TSP emissions in the TYKO model using fraction factors (TSP=PM10=PM2.5) from Guidebook 2019.
- Black carbon, ammonia and heavy metals (Cd, Cr, Cu, Ni, Se and Zn) emissions are calculated with the Tier 1 emission factors of the EMEP EEA Guidebook 2019.
- PAH-4 emissions are the sum of emissions of benzo(a)pyrene and benzo(b)fluoranthene, for which Tier 1 emission factors are given in EMEP EEA Guidebook 2019.
- NMVOC emissions are calculated by subtracting the CH<sub>4</sub> emission values from the HC values in the VTT LIPASTO calculation system.

### ***Uncertainty and time series' consistency***

The results of the uncertainty analysis are presented in Annex 7 of the IIR.

### ***Source-specific QA/QC and verification***

Normal statistical quality checking related to assessment of magnitude and trends has been carried out. At present, no verification has been carried out for the specific source-sector emissions.

### ***Source-specific recalculations including changes made in response to the review process***

2018

- PM<sub>10</sub> and PM<sub>2.5</sub> size fractions of particulate matter emissions were revised to correspond to the EMEP EEA Guidebook 2016. Therefore, the PM<sub>10</sub> and PM<sub>2.5</sub> emissions were recalculated for the whole time series 1980-2015.

2020

- In the BC calculation the EF for LPG forklifts was corrected, recalculation done.
- In the NH<sub>3</sub> calculation the EF for LPG forklifts and 2-stroke ATV were corrected, recalculation done (minor effects).
- Part of the small machines were corrected to be 2-stroke, recalculation done.
- Minor updates to the density of fuels for the years 2008 – 2017 were done, very small effect on emissions.
- The NFR classifications of different machines were cross-checked with the CRF classifications used in the ghg inventory. As a result, the classifications between air pollutant inventory and ghg inventory were harmonized which resulted in changes of the NFR classification of some machines ( Table 3.32):

Table 3.32 NFR Category revision 2020 to align with GHG reporting

| Type of machine                   | NFR category in submission 2020 | Old NFR category |
|-----------------------------------|---------------------------------|------------------|
| ATV, 2-stroke, leisure            | 1A4bii                          | 1A4aii           |
| ATV, 4-stroke, leisure            | 1A4bii                          | 1A4aii           |
| Chain saws, hobby                 | 1A4bii                          | 1A4aii           |
| Forklift, gas                     | 1A2gvii                         | 1A4aii           |
| Forklift, gasoline                | 1A2gvii                         | 1A4aii           |
| Mini excavators, skid steer       | 1A2gvii                         | 1A4aii           |
| Other drivable, gasoline          | 1A4bii                          | 1A4aii           |
| Other handheld machines           | 1A4bii                          | 1A4aii           |
| Other lifts, diesel               | 1A2gvii                         | 1A4aii           |
| Other moveable machines, gasoline | 1A4bii                          | 1A2gvii          |
| Other tractors                    | 1A4bii                          | 1A4aii           |
| Snowmobiles, 2-stroke leisure     | 1A4bii                          | 1A4aii           |
| Snowmobiles, 4-stroke leisure     | 1A4bii                          | 1A4aii           |

2021

- CO emissions were recalculated for 2012 - 2018 due to correction of one EF of diesel working machines in the calculation sheet
- SO<sub>x</sub> emissions were recalculated for 2012 – 2018 due to small update of sulphur content of gasoline
- The index on working hours used in the emission estimation of construction machinery was corrected for 2018, which resulted in the recalculation of emissions for all pollutants
- Recalculation of PM<sub>2.5</sub> under 1A4ciii is due to correction of EFs (the same as for 1A3dii)

#### Source-specific planned improvements

None.

### 3.12 Other Mobile

No activities fall under this category.

### 3.13 International maritime navigation

#### 1 A 3 d i (i) International maritime navigation

| Changes in chapter |            |
|--------------------|------------|
| February 2023      | AL, KM, KS |

#### Emission trends

The trend of emissions in international navigation has fluctuated during most of the period. The most important reason for these fluctuations has been the variation in bunker fuel prices. Especially the ferries between Finland and Sweden can refuel in one or the other country depending on fuel prices. The Finnish currency was devalued in the early 1990s, which affected fuel prices strongly. This effect has disappeared due to Finland's EU membership and the common currency. Since the beginning of the 2000s refuelling in Finland diminished to a very low level until 2015. In 2015 marine bunker sales increased again and was approximately at the same level also in 2016 but 25% higher in 2017. In 2018 marine bunker sales decreased 8% compared to 2017. Emissions from use of LNG in

international navigation were included into the inventory starting from 2016. The trend is presented in Figure 3.13.

In the biggest vessels there are already Sulphur removal systems and removal of particles and Sulphur is becoming mandatory in the next few years. The abatement systems will also remove heavy metal emissions.

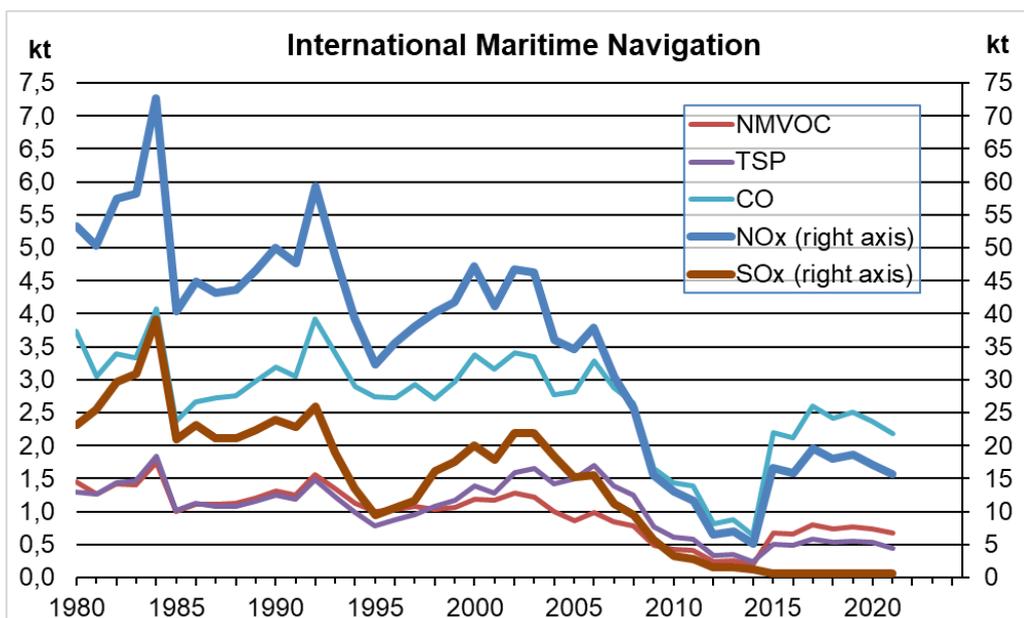


Figure 3.13 Emissions from international maritime navigation 1980-2021

### Methodological issues

In accordance with the Reporting Guidelines, international marine bunker fuel emissions are not included in national totals.

The international bunkers cover international aviation and navigation according to the IPCC Guidelines. The fuel use for international navigation is calculated according to the UNFCCC and UNECE reporting guidelines at Statistics Finland. The fluctuating fuel use includes fuel sales to ships and aircrafts traveling abroad, and is impacted by the fuel prices, especially the ferries between Finland and Sweden can refuel in one or the other country depending on fuel prices. The Finnish currency was devalued in the early 1990s, which affected fuel prices strongly. This effect has disappeared due to Finland's EU membership and the common currency. Since the beginning of the 2000s refuelling in Finland diminished to a very low level until 2015. In 2015 the marine bunker sales increased and was approximately at the same level also in 2016.

Regarding trips to Sweden via Åland, these are treated as international, because the number of passengers (or cargo) leaving or entering the ships in Åland is very low. A small share of Åland transport has been allocated to domestic navigation, according to the share of passengers travelling to the archipelago of Åland. The fuel volumes of the Åland correction (gasoil and residual fuel oil) are subtracted from bunkers and added to total domestic fuel consumption.

In the NFR tables emissions from international maritime navigation are the same as reported in the Finnish greenhouse gas inventory. The methodology for calculation of these emissions is explained in the Finnish NIR.

### Uncertainties

No uncertainty analysis has been carried out for these emissions.

### QA/QC and verification

Statistics Finland crosschecks the fuel consumption data calculated within the MEERI model and against the data reported to the IEA Oil Questionnaire.

### **Source-specific recalculations and improvements due to review recommendations**

None.

### **Source specific planned improvements**

Not scheduled

- Emissions for heavy metals and persistent organic pollutants will be added based on the results of a Nordic project (NMR HMs and POPs).
- In addition, a future project lead by the Finnish Maritime Administration will provide more detailed information even in the EMEP grid.

## **3.14 International Inland waterways**

### **1 A 3 d i (ii) International inland waterways**

This source does not exist in Finland.

## **3.15 Pipeline compressors**

| <b>Changes in chapter</b> |         |
|---------------------------|---------|
| February 2023             | JMP, KS |

### **1A3 e i Pipeline compressors**

#### **Emission trend**

Emissions from pipeline compressors were reallocated under NFR 1A3ei in 2009 and cover both emissions from gas turbines and fugitive emissions at the compressor stations.

The emission trend presented in Figure 3.14 follows loosely the total consumption of natural gas: until 2003 the consumption increased and the transmission grid expanded, but then started to decrease as the running time of the compressors decreased.

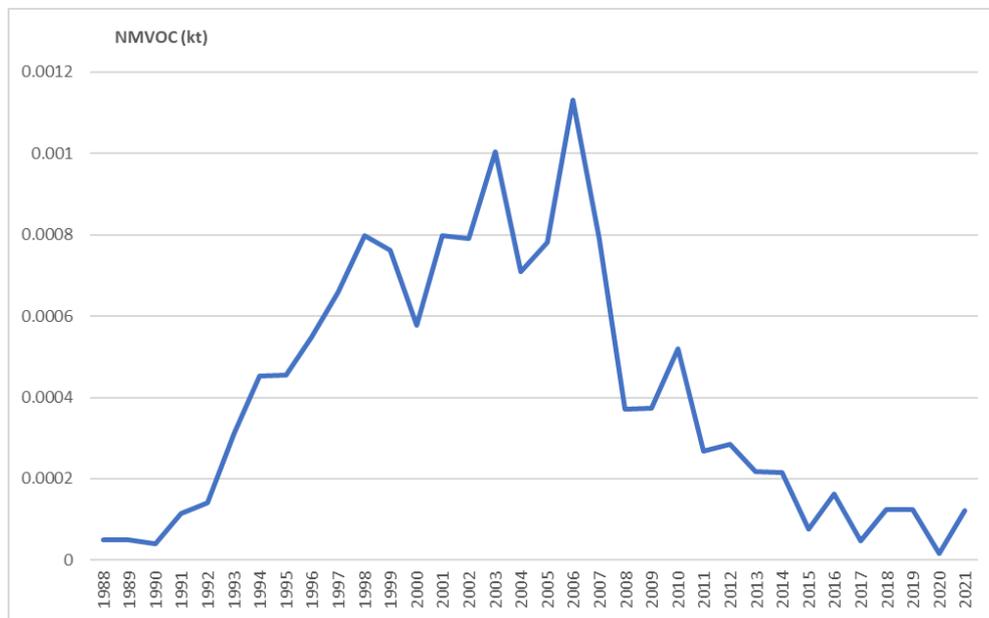


Figure 3.14 NMVOC emissions from pipeline compressors 1988-2021

### **Methodological issues**

Emissions from pipeline compressor stations are reported by the operators and the data are available in YLVA.

### **Uncertainties**

Uncertainties are presented in Annex 7.

### **QA/QC and verification**

Normal statistical quality checking related to assessment of magnitude and trends has been carried out. At present, no verification has been carried out for the specific source-sector emissions.

### **Recalculations and improvements due to review recommendations**

2009

- Emissions from pipeline compressors were included

2018

- NMVOC emissions from leaks in pipelines (reported under NFR 1B2b) were included in the inventory based on the recommendation from the 2017 NECD Technical Review.

### **Source specific planned improvements**

Allocation of emissions to this NFR from the beginning of the 1980's will be studied out in the coming years.

## 3.16 Fugitive Emissions from oil and natural gas (NFR 1.B.2)

| Changes in chapter |            |
|--------------------|------------|
| February 2022      | JMP KS, TF |

The share of emissions from NFR 1B2av Oil and Natural Gas, i.e. in Finland from storage tanks at refinery sites and from distribution of oil products is presented in Table 3.33.

Table 3.33 Contribution of Distribution of oil products (NFR 1B2av) in 2021 to the total emissions.

| Pollutant         | Emissions from Fugitive emissions from solid fuels | Unit | Share of total emissions % | % reported by the operators |
|-------------------|--|------|----------------------------|-----------------------------|
| NMVOC             | 2.629  | Gg   | 3.2                        | 4.5                         |
| PM <sub>2.5</sub> | <0.001   | Gg   | <0.1                       | 0                           |
| PM <sub>10</sub>  | <0.001   | Gg   | <0.1                       | 0                           |
| TSP               | <0.001   | Gg   | <0.1                       | 100                         |

### Distribution of oil products (1B2av)

#### Source category description and emission trend

Emissions from storage tanks at refinery sites are included in this category (without any fuel use linked to them). For gasoline distribution, please see Chapter 3.17 below.

The emission trend is declining as storage of chemicals at the refineries has been improved to prevent fugitive emissions.

#### Methodological issues

##### NMVOC

All NMVOC emissions included in the inventory from this category are reported by plants into the YLVA system.

##### Particles

TSP emissions are reported by the operators according to the monitoring requirements in the environmental permits into the YLVA system. There are no particle emission factors in the Guidebook. Finland reports these emissions based on TSP data reported by operators and as no methods are available for particle fraction factors, we have assumed TSP:PM<sub>10</sub>:PM<sub>2.5</sub> equal to 1:1:1.

#### Uncertainty and time series' consistency

The results of the uncertainty analysis are presented in Annex 7 of the IIR.

#### Source-specific QA/QC and verification

Normal statistical quality checking related to assessment of magnitude and trends has been carried out. At present, no verification has been carried out for the specific source-sector emissions.

## Source-specific recalculations including changes made in response to the review process

None.

## Source-specific planned improvements

None.

## 3.17 Distribution of oil products (1B2av)

| Changes in chapter |            |
|--------------------|------------|
| February 2023      | JMP KS, TF |

### Source category description

Emissions from service stations are included in this category and calculated at VTT.

### Emission trend

NMVOG emissions have been decreasing since 1988 when they were included in the inventory. Although the fleet of vehicles has increased, emissions are declining due to improved capture of gasoline fumes in the petrol distribution network and in refuelling of cars.

### Methodological issues

NMVOG

The emissions are calculated at VTT based on a model developed in cooperation with SYKE and the Finnish Oil and Gas Association (Pohjolainen, 2008).

The operation of Finnish Oil and Gas Association ceased in summer 2018 and the tasks has been taken over by Statistics Finland from autumn 2018 onwards. The model has been used from 2005 onwards and emissions estimates for 1990-2004 have been provided by Finnish Oil and Gas Federation by using the same model.

Sales of motor gasoline (m<sup>3</sup>) (Table 3.29) are used as activity data in revised model and are provided by the Finnish Oil and Gas Association. In the model it is assumed that 90% of service stations had stage I equipment during 2007-2011 and that 10 % of service stations had stage II equipment's. The share of stage II equipment's at service stations is increasing due the new directive (2009/126/EY) implemented in January 2012. As an expert estimate in the model, it was assumed that in 2012 onwards the share of stage II service stations is 30%.

In the model emissions are calculated for drop out and storage and for refuelling separately. It is also assumed that certain part (in percentage) of the filled-up gasoline evaporates as NMVOG (see Tables 3.34 and 3.35). The same assumptions are used for whole time series.

Table 3.34. Emission factors

| Type of station  | no recovery | Stage 1 recovery | Stage 1+2 recovery |
|------------------|-------------|------------------|--------------------|
| drop out+storage | 0.16 %      | 0.03%            | 0.03%              |
| Refuelling       | 0.18%       | 0.18%            | 0.10%              |

Table 3.35 The sales of petroleum in Finland 1992-2021 (Finnish Oil and Gas Federation)

| Year | sales of motor gasoline (m <sup>3</sup> ) | year | sales of motor gasoline (m <sup>3</sup> ) | year | sales of motor gasoline (m <sup>3</sup> ) | year | sales of motor gasoline (m <sup>3</sup> ) |
|------|---|------|---|------|---|------|---|
| 1990 |   | 2000 | 2 379 600                                 | 2010 | 2 237 351                                 | 2020 | 1787867                                   |
| 1991 |   | 2001 | 2 412 400                                 | 2011 | 2 162 321                                 | 2021 | 1828460                                   |
| 1992 | 2 574 133                                 | 2002 | 2 508 667                                 | 2012 | 2 098 404                                 |      |   |
| 1993 | 2 540 800                                 | 2003 | 2 469 067                                 | 2013 | 2 098 961                                 |      |   |
| 1994 | 2 558 400                                 | 2004 | 2 508 677                                 | 2014 | 2 031 898                                 |      |   |
| 1995 | 2 529 333                                 | 2005 | 2 501 333                                 | 2015 | 2 009 420                                 |      |   |
| 1996 | 2 455 867                                 | 2006 | 2 482 667                                 | 2016 | 1 994 974                                 |      |   |
| 1997 | 2 507 600                                 | 2007 | 2 481 366                                 | 2017 | 1 956 376                                 |      |   |
| 1998 | 2 477 067                                 | 2008 | 2 347 344                                 | 2018 | 1 936 885                                 |      |   |
| 1999 | 2 466 133                                 | 2009 | 2 285 349                                 | 2019 | 1 903 176                                 |      |   |

### ***Uncertainty and time series' consistency***

The results of the uncertainty analysis are presented in Annex 7 of the IIR.

### ***Source-specific QA/QC and verification***

Normal statistical quality checking related to assessment of magnitude and trends has been carried out.

At present, no verification has been carried out for the specific source-sector emissions.

### ***Source-specific recalculations including changes made in response to the review process***

2020

- NMVOC emissions 1990-2017 were recalculated due to update of sales data for motor gasoline resulting in slight decrease of emissions in the early 1990s' and 1999, increase in emissions in 1996-1998 and 2002, and a minor increase in other years

### ***Source-specific planned improvements***

The revised methodology provided in the Guidebook 2019 cannot be used due to lack of detailed data on gasoline fume collection systems at gas stations. Possibilities to collect this data will be studied in the near future.