NATIONAL INFORMATIVE INVENTORY REPORT 2025

PORTUGAL

SUBMISSION UNDER THE NEC DIRECTIVE (EU) 2016/2284 AND THE UNECE CONVENTION ON LONG-RANGE TRANSBOUNDARY AIR POLLUTION

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Preface

The United Nations Economic Commission for Europe (UNECE) Convention on Long-Range Transboundary Air Pollution of 1979 (CLRTAP) and related Protocols require Parties to provide each year an update of its inventory for the pollutants concerned, following adopted guidelines for estimating and reporting emission data. The National Emissions Ceiling Directive (EU) 2016/2284 on the reduction of national emissions of certain atmospheric pollutants, defined new obligations in order to align the EU and the Member States with the international commitments under the CLRTAP and, in particular, the Protocol to Abate Acidification, Eutrophication and Ground-level Ozone of 1999, which was revised in 2012 (the 'revised Gothenburg Protocol').

In the case of Portugal, however, the European and international obligations differ in terms of the geographical scope. While for the NEC Directive and for the Gothenburg Protocol the report excludes the emissions of Azores and Madeira Islands, the LRTAP Convention covers the whole national territory.

This report intends to fulfill the reporting obligations under the different Agreements, presenting data both for the whole national territory and for Portugal mainland (without the two Autonomous Regions of Azores and Madeira).

The revised guidelines (ECE/EB.AIR/128), for application in 2015 and subsequent years, include technical changes approved at the thirty-seventh session of the Steering Body to the Cooperative Programme for Monitoring and Evaluation of the Long-range Transmission of Air Pollutants in Europe (EMEP) (Geneva, 9–11 September 2013), as well as further changes proposed and agreed to by the Executive Body at its thirty-second session (Geneva, 9–13 December 2013).

The guidelines define the format for reporting emission data (Nomenclature For Reporting/NFR) and offer guidance on how to provide supporting documentation, through an Informative Inventory Report (IIR), which describes the activity data, emission factors, methodologies applied in the calculation, and explanation of the whole process of inventory preparation.

This 2025 Portuguese submission includes inventory emission data provided in the latest version (Revised 18.11.2019) of the templates "NFR14" which accompanies this report. Summary information on condensable component of Particulates is presented in ANNEX F.

This IIR refers to the 2025 Portuguese inventory submission on air pollutant emissions for the period 1990-2023. It includes estimates for carbon monoxide (CO), nitrogen oxides (NO_x), and non-methane volatile organic compounds (NMVOC). Data are also reported for sulphur oxides (SO_x), ammonia (NH_3), particulate matter (TSP, PM_{10}, $PM_{2.5}$ and BC), heavy metals and persistent organic pollutants (POPs).

The report was prepared by the Portuguese Environment Agency (*Agência Portuguesa do Ambiente*), *Ministry of Environment and Climate Action (Ministério do Ambiente e da Ação Climática*), which is the national entity responsible for the overall coordination of the Portuguese inventory of air pollutants emissions[1].

Ministry of Environment and Climate Action

[1] Attributes which are currently in transition to the recently created Portuguese Climate Agency (ApC), according with Decree-Law n.º 122/2024

Table of Contents

EXECUTIVE SUMMARY

1. Introduction

2. Emission Trends

3. Energy (NFR 1)

4. Industrial Processes and Product Use (NFR 2)

5. Agriculture (NFR 3)

6. Waste (NFR 5)

7. Memo itens

8. Recalculations and Improvements

9. Projections

10. Reporting of gridded emissions and LPS

LIST OF ACRONYMS

REFERENCES

ANNEXES

ANNEX A – Completeness and Key Categories

ANNEX B – Energy Balance

ANNEX C – Energy

ANNEX D – Agriculture

ANNEX E – Waste

ANNEX F – Information on Inclusion/Exclusion of the Condensable Component from PM10 and PM2.5 Emission Factors

ANNEX G – Uncertainty Analysis

EXECUTIVE SUMMARY

Updated: March 2025

ES.1 Introduction

The Portuguese inventory of air pollutants aims to cover all substances considered by the international agreements - UNFCCC and CLRTAP - and the EU regulations - Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action, the Commission Implementing Regulation (EU) 2020/1208 of 7 August 2020 on structure, format, submission processes and review of information reported by Member States pursuant to Regulation (EU) 2018/1999 , and the Directive (EU) 2016/2284 of the European Parliament and the Council of 14 December 2016, on the reduction of national emissions of certain atmospheric pollutants, amending Directive 2003/35/EC and repealing Directive 2001/81/EC.

As a Party to the UNECE Convention on Long-Range Transboundary Air Pollution (CLRTAP), and in order to comply with the obligations under the National Emissions Ceiling Directive (Directive (EU) 2016/2284), Portugal is requested to provide each year an update of its inventory of air pollutant emissions, taking into account the most recent adopted Reporting Guidelines for estimating and reporting emission data (2023 Guidelines for reporting emissions and projections data under the Convention on Long-range Transboundary Air Pollution).

The UNECE Guidelines require that Parties prepare an Informative Inventory Report (IIR) as part of their annual submission. The IIR should contain information related to methodologies, emission factors, activity data, and should give explanations concerning any recalculations of historical inventories, in order to ensure transparency and enable the inventory review.

This report was prepared in order to comply with the international commitments under the UNECE/CLRTAP and the NECD. It presents a description of the methods, assumptions and background data used in the preparation of the 2024 national inventory submission of air pollutants covered by the CLRTAP and related Protocols. The methodologies applied refer, as far as possible, to the international agreed guidelines such as the EMEP/EEA Guidebooks 2019 and 2023or the IPCC Guidelines.

ES.1.1 Pollutants

This report includes estimates for the following gaseous air pollutants: carbon monoxide (CO), nitrogen oxides (NO_x), and non-methane volatile organic compounds (NMVOC). Data are also reported for sulphur oxides (SO_x), ammonia (NH_3), particulate matter (TSP, PM_{10}, $PM_{2.5}$ and BC), heavy metals (HM) and persistent organic pollutants (POP).

ES.1.2 Emission sources

The inventory has been continuously developed and improved to include more pollutants and more complete and reliable estimates. Changes in methodology, source coverage or scope of the data were reflected in the estimation of the emissions for all years in the period considered, i.e., the inventory is internally consistent.

The report is generally structured in accordance with the format approved by the UNECE instances, and includes the following source sectors: energy production and transformation, combustion in industry, domestic, agriculture, fisheries, institutional and commerce sectors, transportation (road, rail, maritime and air), industrial production and industrial and non-industrial use of solvents, waste production (urban, industrial and hospitals solid wastes, and domestic and industrial waste water treatment), agriculture and animal husbandry emissions, as well as emissions from forest.

ES.1.3 Time coverage

Emissions are estimated for each civil year from 1990 to 2023.

ES.2 Geographical coverage

Emissions from Madeira and Azores Archipelagos are not covered by NECD as established in its Article 2.2.

On the other hand, the CLRTAP´s geographical coverage refers to “the area within which, coordinated by the international centers of EMEP, monitoring is carried out." Since its adoption in 1984, this definition has been referred to in all protocols to the LRTAP Convention. With the ratification or accession of Parties to the EMEP Protocol, the geographical scope of EMEP has become larger and the EMEP grid was modified three times until now, once in the late 1990s, another time in 2008 and then again in 2013.

The most recent Guidelines for reporting emissions and projections data under the Convention on Long-range Transboundary Air Pollution(2023) , considers a new “EMEP grid” with changes in the grid projection type (polar-stereographic vs latitude-longitude), and increasing the grid resolution (from 50 x 50 km2 to a finer scale – 0.1° × 0.1°). This new grid includes the two Portuguese Archipelagos of Madeira and Azores.

This report includes information both for the whole national territory and for Portugal Mainland considering that:

- the geographical scope of NECD refers only to the Portuguese Mainland;
- the CLRTAP emissions 2010 ceilings and the reduction commitments, as the 2012 amended Gothenburg Protocol, consider only the Mainland (when the amendment of the Gothenburg Protocol was adopted in 2012, the EMEP grid in use was the 2008 EMEP grid that excluded the Portuguese Islands);
- the CLRTAP reporting refers presently to the new grid covering the two Portuguese Autonomous regions of Azores and Madeira.

The reported data in Annex I emissions reporting template (NFR tables) differ between the submissions. The NFR tables submitted under the NECD refer to Portugal Mainland, while the reporting tables submitted under CLRTAP refer to the present EMEP domain, i.e. the whole Portuguese territory.

ES.3 Differences between NECD/ CLRTAP and UNFCCC/ European Commission Monitoring Mechanism reporting

There are some differences in data submitted to the UNECE/CLRTAP Secretariat and to the UNFCCC Secretariat and under Regulation (EU) 2018/1999 concerning SO2, NOx, NMVOC and CO emissions, which refer to:

- geographical coverage: UNFCCC and UNECE/ CLRTAP refer to the national territory, while the NECD/ UE and the 2012 amended Gothenburg Protocol exclude Madeira and Azores Autonomous Regions;
- Aviation: there are differences in the emissions between the NIR and the IIR which result from the difference in terms of coverage. While NIR covers domestic LTOs and cruise emissions in all territory (including islands), IIR covers only LTO in the continental mainland area, either domestic or international LTO;
- Navigation: differences refer to the different coverage between NIR and IIR. While NIR covers domestic movements in all territory, IIR does not cover emissions in the islands of Madeira and Azores. The separation of navigation emissions between mainland continental area and islands was determined according with the number of domestic docks in the seaports from mainland and islands.

ES.4 Summary of emissions trends

Following the guidance of the international methodological Guidelines/Guidebook, the main sources of air pollutants are now divided in the four following sectors: Energy, Industrial Processes and Product Use (IPPU), Agriculture and Waste. Wildfires and natural biogenic emissions are reported as memo items. The sources of air pollutants are discussed in detail in the sectoral chapters 3 to 7 of this report.

The next tables present the national total and Mainland emission data for the period covered by this report. A deeper analysis of the sectoral emission trends is presented in chapter 2.

Table ES. 1: Total emissions (National territory)

Pollutant	Unit	1990	1995	2000	2005	2010	2015	2020	2021	2022	2023	% change 1990-2023
NOx	kt	257.8	292.3	293.8	278.3	200.2	166.2	133.2	134.9	136.2	135.2	-48%
NMVOC	kt	268.2	255.8	259.0	208.4	170.6	163.5	161.3	158.8	161.6	160.9	-40%
SOx	kt	317.7	321.6	293.7	189.4	62.4	45.3	38.0	39.2	41.0	41.4	-87%
NH3	kt	67.6	65.1	68.7	57.2	53.1	54.1	57.7	58.0	55.8	56.0	-17%
PM2.5	kt	63.8	63.9	65.5	57.7	49.1	46.9	44.4	45.5	45.6	44.2	-31%
PM10	kt	80.7	82.5	84.3	75.4	66.4	57.5	57.1	58.8	58.7	57.5	-29%
TSP	kt	120.6	131.6	143.4	133.1	116.7	91.8	94.2	96.5	94.1	93.6	-22%
BC	kt	7.9	8.4	9.1	7.9	6.9	6.0	4.8	5.0	5.2	5.3	-33%
CO	kt	777.4	800.6	658.8	502.9	371.0	303.3	249.2	279.1	245.7	245.7	-68%
Pb	t	570.6	785.9	39.3	36.7	34.0	30.2	27.2	28.3	29.7	31.1	-95%
Cd	t	1.9	2.0	2.1	2.2	2.0	1.9	1.8	1.8	1.8	1.8	-3%
Hg	t	1.2	1.4	1.2	0.9	0.8	0.9	0.7	0.7	0.7	0.7	-46%
As	t	2.1	2.6	3.0	3.1	1.9	2.2	1.3	1.2	1.2	1.2	-43%
Cr	t	9.3	10.9	12.1	11.6	10.4	9.4	8.2	8.5	8.5	8.5	-8%
Cu	t	48.3	62.6	85.5	87.9	81.2	67.5	59.8	63.7	67.5	71.4	48%
Ni	t	56.8	64.6	63.7	67.0	33.3	17.8	15.4	14.4	15.3	15.2	-73%
Se	t	3.9	5.2	5.8	6.2	4.8	6.4	3.6	3.5	3.4	3.3	-14%
Zn	t	72.8	76.2	82.2	80.8	72.7	63.8	60.8	62.4	65.4	67.8	-7%
DIOX	g I-TEQ	555.6	553.8	358.2	73.8	53.1	50.5	56.7	55.4	52.6	52.8	-90%
PAHs	t	22.0	20.0	18.4	15.1	12.1	11.7	11.4	11.3	11.4	11.7	-47%
HCB	kg	60.4	75.7	100.8	1.7	1.4	1.8	1.4	1.3	1.2	0.8	-99%
PCB	kg	1061.2	858.4	794.4	670.2	322.8	86.0	86.7	78.2	73.0	76.6	-93%

Table ES. 2 Total emissions (Mainland)

Pollutant	Unit	1990	1995	2000	2005	2010	2015	2020	2021	2022	2023	% change 1990-2023
NOx	kt	244.8	276.7	274.7	246.2	178.7	149.6	110.4	112.2	113.4	111.1	-55%
NMVOC	kt	258.8	245.7	247.8	184.5	162.0	155.2	137.1	134.4	137.2	136.6	-47%
SOx	kt	309.4	311.6	280.7	172.0	46.1	33.2	26.9	27.9	28.2	27.9	-91%
NH3	kt	62.3	59.5	61.9	50.4	46.5	47.7	50.8	51.0	49.0	49.3	-21%
PM2.5	kt	62.7	62.6	64.1	56.2	47.7	45.7	43.3	44.4	44.3	43.0	-31%
PM10	kt	79.1	80.7	82.3	73.3	64.4	56.0	55.8	57.3	57.1	55.8	-29%
TSP	kt	117.9	128.7	140.4	129.9	113.4	89.7	92.2	94.4	91.8	91.2	-23%
BC	kt	7.6	8.0	8.6	7.5	6.6	5.7	4.6	4.7	4.9	5.0	-34%
CO	kt	763.5	781.1	642.3	487.8	360.7	296.1	243.5	273.1	239.0	239.0	-69%
Pb	t	558.6	760.4	37.0	34.3	31.4	28.8	26.0	26.9	28.1	29.5	-95%
Cd	t	1.9	1.9	2.1	2.2	2.0	1.9	1.8	1.8	1.8	1.8	-4%
Hg	t	1.2	1.4	1.2	0.9	0.8	0.8	0.7	0.7	0.6	0.6	-47%
As	t	33.8	41.6	42.5	45.6	27.7	48.2	17.1	11.6	9.9	9.8	-71%
Cr	t	29.4	35.5	37.0	38.6	29.1	41.3	20.7	17.4	16.4	16.5	-44%
Cu	t	80.2	103.8	127.5	133.0	115.5	126.0	84.5	81.4	83.8	87.6	9%
Ni	t	547.1	498.3	346.8	393.3	64.2	55.7	32.6	25.8	25.0	24.7	-95%
Se	t	86.3	113.8	122.2	127.9	62.1	126.3	26.3	11.5	4.4	4.4	-95%
Zn	t	293.3	301.7	268.2	297.8	276.4	338.0	247.0	219.6	226.2	229.1	-22%
DIOX	g I-TEQ	554.5	552.5	356.6	72.0	52.1	48.4	54.6	53.2	50.8	50.7	-91%
PAHs	t	21.8	19.8	18.3	14.9	12.0	11.5	11.3	11.2	11.2	11.5	-47%
HCB	kg	60.4	75.6	100.8	1.6	1.4	1.7	1.4	1.3	1.2	0.7	-99%
PCB	kg	1012.6	819.8	759.8	643.7	309.8	84.3	85.8	77.3	72.2	75.9	-93%

Notes:
The 'National Total for Compliance (NECD)' includes the 'Mainland Total (based on fuel sold)' minus the sectors 3B + 3D for NOx and NMVOC (only from 2020 onwards and for the year 2005 as a basis for emission reduction commitment calculations), according to the NEC Directive, Article 4/3(d).

ES.5 Assessment of Compliance with National Ceilings

National emissions for compliance - without the emissions from the Azores and Madeira Islands - are presented in the following figure, together with the emission ceilings set by the NEC Directive and the 2012 ammended Gothemburg Protocol (after 2020).

As the figures below show, according to the most recent estimates, Portugal is in non-compliance for NH3 since 2020.

Notes:
Data presented in the figuresto Mainland Total (based on fuel sold)' minus the sectors 3B + 3D for NOx and NMVOC for the whole time series considered.

Figure ES. 1: National emissions for NECD compliance (Mainland Portugal)

The achieved emission reductions for NOx in 2023 compared with 2005 were 53 % and 55 %, respectively, under the scope of the NECD and of CLRTAP. Both figures ensure compliance with the reduction commitments for 2023 (36% for NOx).

The achieved emissions reductions of NMVOC in 2023 compared with 2005 were 23 % and 26 % respectively under the scope of the NECD and of CLRTAP. These figures were below the emission reduction commitments for 2023 (18% for NMVOC).

The emission reduction achieved for SO2 in 2023 compared with 2005, attaining a reduction of 84 %, which represents the highest verified and complies largely with the reduction commitment (63% for SO2).

Also for PM2.5, the emissions in 2023 compared with 2005, allow compliance with the commitment (15% for PM2.5).

Since 2020, NH3 emissions compared with 2005 were above the expected and place Portugal non-compliant with the NH3 commitment (7% for NH3). The 2023 emissions (49.3 kton) represent a reduction of 2.3 % (comparing to 2005), 4.8 % above the expected reduction commitment.

The increase in NH3 emissions relates mainly to a significant increase in the number of animals in 3.B.4 category.

The NAPCP will comprise a set of measures do address NH3 reductions. However, the complexity and variety of subsectors within agricultural sector requires a phased approach implementation in the following years.

The first and most relevant measure foreseen to be soon implemented relates with the detailed knowledge about poultry and swine production facilities to be able to ensure realist representation BAT measures implemented in these activities. This is a fundamental step to incorporate and account future specific sub sectoral measures in the national inventory exercise.

A questionnaire/survey has already been developed and will be launched among swine producers and cooperatives under Environmental License. Poultry production will follow next with tailored survey questions. The similar facilities not subject to environmental licence shall be also requested to provide information on implemented BAT measures, both swine and poultry.

The complete package of measures will be announced in the NAPCP.

ES.6 Information on projections

Information on emission projections for 2025, 2030, 2040 and 2050 of gases (NOx, NMVOC, NH3, SO2), particles (PM10, PM2.5, TSP), heavy metals and persistent organic pollutants, is presented in chapter 9.

The projections were calculated based on the Portuguese economy evolution scenarios, up to 2050, aligned with the assumptions outlined in the scope of the National Climate and Energy Plan (PNEC 2030) (approved by the Council of Ministers Resolution No. 149/2024) and the revision of the Portuguese Roadmap for Carbon Neutrality 2050 (RNC 2050), currently under development.

In the context of atmospheric pollutants emission projections, two scenarios were considered:

i) With Existing Measures (WEM): based on the Climate Policy scenario (with additional measures to ensure climate neutrality in 2045), since it was assumed that the respective measures will be adopted under Climate framework;

ii) With Additional Measures (WAM): the WAM scenario, for Air Pollution Policy, includes additional measures modelled to achieve further ammonia emission reductions, applicable to the agriculture sector.

Regarding main pollutants, the largest percentage of emission reductions is obtained (in 2030 compared to 2005) for SOx and NOx (89% and 68% respectively, for WEM scenario) due to the reduction in fossil fuel consumption, electrification, and transition to the use of renewable energy sources. Contrarily, for NH3 there is 0% of variation between 2030 and 2005, in the WEM scenario, leading to an additional measures scenario (WAM).

Regarding the state of compliance for the national emission reduction commitments, as established in the NEC Directive, the following aspects stand out:

With Existing Measures Scenario (WEM):

4 reductions in emissions of atmospheric pollutants, obtained under the scope of the trajectory outlined by the RNC 2050, do not guarantee compliance for the NH3 national reduction commitment, in the 2020-2029 time horizon;

4 in the long-term, the national reduction commitments established from 2030 onwards are not met for NH3, NMVOC and PM2.5, requiring the adoption of a set of additional policies and measures.

With Additional Measures Scenario (WAM):

4 the implementation of a set of good agricultural practices will allow compliance with the NH3 ceiling, in both time horizons (2020-2029 and 2030 onwards);

4 for the pollutants NMVOC and PM2.5 it will be necessary to design policies and measures to reduce the 6 kt (3%) and 4 kt (7%) that remain above the ceiling which will come into force from 2030.

The implementation of policies and measures, considered in the WAM scenario, translated into the implementation of good agricultural practices, should be closely monitored, to ensure NH3 emissions ceiling compliance, as soon as possible. In the long-term (for 2030-time horizon) the most ambitious carbon neutral scenario (considered in the scope of Portuguese Climate Policy) is not enough to comply with NMVOC and PM2.5 objectives. To achieve national emission reduction commitments, it will be required to develop additional policies and measures, namely regarding stationary combustion of biomass in the residential sector (in the case of PM2.5) and industrial sector (in the case of NMVOC and PM2.5), responsible for significant emissions in 2030.

ES.7 Future developments

Future improvements are defined under the Methodological Development Plan (PDM), which is settled each year in the context of the National Inventory System (SNIERPA) and is developed under the responsibility of APA in cooperation with the sectoral Focal Points. The PDM pretends to reflect the results of the various review processes, as the UNFCCC, the UNECE/CLRTAP and EC/NEC reviews, the annual inventory compilation process (all experts and entities involved can make proposals for methodological development), and generally the results of the application procedures of Quality Control and Quality Assurance which have been defined under the Control and Quality Assurance System.

A detailed explanation of the sectoral future improvements is presented in each specific source sub-chapter.

A synthesis of the main development priorities are:

- development of country specific excreta factors based on farm specific N-flow balance implementation;
- analysis of implementation of BATs provided under Commission's Implementing Decision (EU) 2017/302 of 15 February 2017 in IPPC facilities;
- collection of information from facilities in articulation with the Environmental Licensing/PRTR.
- further development of country specific emissions factors for combustion in energy industries;
- several other developments described in the sector chapters.

1 Introduction

Table of Contents

1 Introduction 1-1

1.1 Background information on air emission inventories 1-3

1.1.1 History of national inventories 1-3

1.2 Institutional arrangements for inventory preparation 1-5

1.2.1 Institutional arrangements in place 1-5

1.3 Inventory Preparation Process 1-8

1.3.1 Responsibility 1-8

1.3.2 Overview of inventory planning 1-8

1.3.3 Calculation, data archiving and documentation system 1-10

1.4 Geographic and sectoral coverage 1-11

1.5 Time coverage 1-11

1.6 General overview of methodologies and data sources used 1-11

1.7 Key source categories 1-14

1.8 Information on QA/QC 1-18

1.9 General uncertainty assessment 1-18

1.9.1 Method used 1-19

1.9.2 Data sources 1-19

1.9.3 Uncertainty results 1-20

1.10 Overview of the completeness 1-21

List of Figures

Figure 1-1: SNIERPA's main elements relations 1-6

Figure 1-2: Main bodies of the national system (SNIERPA) 1-7

Figure 1-3: Electronic System Structure of the estimation and reporting system 1-10

List of Tables

Table 1.1: Calendar for the inventory process 1-9

Table 1.2: Main data sources used in the Portuguese inventory 1-13

Table 1.3: Key category analysis of 2023 inventory 1-15

Table 1.4: Rating definitions 1-19

Table 1.5: Emission quality data ratings and calculated uncertainties by main NFR source categories 1-20

Table 1.6: Emission quality data: Result of overall uncertainty for the main pollutant 1-21

1 Introduction

Updated: March 2025

1.1 Background information on air emission inventories

1.1.1 History of national inventories

Air emission inventories in Portugal were only initiated in the late 80's/ early 90's of last century, when the first estimates of NO_x, SO_x and VOC emissions from combustion where made under the development of the National Energetic Plan (PEN - Plano Energético Nacional), and emissions from combustion and industrial processes were made under OECD inventory and under CORINAIR85 program. A major breakthrough occurred during the CORINAIR90 inventory produced during 1992 and 1993 by General-Directorate of Environment (DGA, presently the Portuguese Environment Agency - APA). This inventory exercise, aiming also EMEP and OECD/IPCC, extended the range of the pollutants (SO_x, NO_x, NMVOC, CH_4, CO, CO_2, N_2O and NH_3) and emission sources covered, including not only combustion activities but also storage and distribution of fossil duels, production processes, use of solvents, agriculture, urban and industrial waste and nature (forest fires and NMVOC from forest). Information received under the Large Combustion Plant (LCP) directive was also much helpful to improve inventory quality and the individualization of Large Point Sources, as well as statistical information received from the National Statistical Institute (INE) allowing the full coverage of activity data for most emission sources. The CORINAIR90 Default Emission Factors Handbook (second edition), updating the first edition from CORINAIR85 was used extensively in the development of the current inventory and it was also a key point in the amelioration of the inventory.

The fulfilment of international commitments under conventions UNFCCC and CLRTAP, together with the publication of the IPCC Draft Guidelines for National Greenhouse Gas Inventories (IPPC, 1995) and latter of the Revised 1996 IPCC Guidelines for National Greenhouse Gas Inventories (IPCC, 1997), has result in substantial improvement of the methodologies that are used in the inventory, particularly for agriculture and wastes, and that were included at first time in the First National Communication in 1994. The inventory that resulted from CORINAIR90 (CEC, 1992) and subsequent modifications from IPCC methodology still structures the present-day methodology in what concerns activity data and methodology. Under the evaluation of the first communication the inventory was subjected to a review made by an international team. The second and third communications was also reviewed by international experts. These exercises had an important role in problem detection and contribute to overall improvement.

Since its first compilation, the Portuguese inventory has been continuously improved mainly from the use of more detailed methodologies, better access to underlying data allowing the development of the comprehensiveness of the inventory, and better database storage and calculation structure. Changes in methodology, source coverage or scope of the data were reflected in the estimation of the emissions for the different years considered (1990-2022), i.e., the inventory is internally consistent. Some major studies have contributed to the improvement of the inventory:

- Study of VOC emissions in Portugal, in 1995. This study made in collaboration with FCT college (Faculdade de Ciências e Tecnologia) led to an important improvement in emission estimates from solvent sector, which is still used as basic information source for this sector;
- Study of Emission and Control of GHG in Portugal (Seixas et al, 2000). This project aimed the first development of projections toward 2010 and the identification of control measures to accomplish the Kyoto Protocol. This also led to improvements in the inventory: extension of the inventory including for the first time also carbon dioxide sinks (forest); a fist attempt to estimate solid waste

methane emissions from urban solid wastes using a Tier2 approach and, in general terms, a better insight into additional parameters used in the inventory methodologies, and that has resulted from interaction with several institutional agents: General Directorate of Energy, Ministry of Agriculture; and the inter-ministerial transport group;

- Study (Pereira et al,2002) for the quantification of carbon sinks in Portugal, made under the development of PNAC and PTEN national programmes;
- Revision of the Energy Balances with comparison of information collected at APA (LCP Directive) and Statistical Information received at DGEG: Energy Balances. The 1990s – DGE (2003);
- PNAC 2004 (National Plan for Climate Change) approved by Ministers Council and published recently in the National Official Journal (OJ nº 179, 31 July 2004, I Série B/ Resolução do Conselho de Ministros nº 119/2004);
- PNAC 2006 (National Plan for Climate Change) approved by Ministers Council and published in the National Official Journal (OJ nº 162, 23 August 2006, I Série B/ Resolução do Conselho de Ministros nº 104/2006);
- Sectorial Studies and Proposal for a PTEN (National Plan on Emission Ceilings);
- PNALE (National Plan for Allocation of Emissions) 2005-2007 or Portuguese PNALE I, adopted by Ministers Council (Resolução do Conselho de Ministros n.o 53/2005) and published in the National Official Journal (OJ nº 44, 3 March 2005, I Série B);
- Bilateral meetings (APA/UE) for the determination of the Baseline Scenario under the CAFE program (IA,2004);
- Methodological Development Programme (PDM) under the implementation of the National Inventory System;
- UNFCCC reviews, in particular the in-depth review (September/October 2004), and the centralised review (October 2005);
- UNFCCC in-depth review of the Initial Report in May 2007, which fixed the Assigned Amount for the first commitment period;
- CLRTAP stage 3 in-depth review realised from 6-10 October 2008;
- Consistency reports under the EC MMD (Dec. 280/2004/EC);
- 2012 technical review of the greenhouse gas emission inventory of Portugal under Decision 406/2009/EC;
- UNFCCC in-depth review of the 2012 GHG inventory (24-29 September);
- UNECE/CLRTAP stage 3 review (June 2013);
- UNFCCC centralized reviews of the GHG inventories (2013-2016);
- 2017 and 2018 Comprehensive Technical Reviews of National Emission Inventories pursuant to the Directive on the Reduction of National Emissions of Certain Atmospheric Pollutants (Directive (EU) 2016/2284);
- UNFCCC in-depth review of the 2018 greenhouse gas emission inventory in September 2018;
- Effort Sharing Decision (ESD) review of the 2016-2020 GHG inventories;
- UNFCCC centralized reviews of the GHG inventories (2020 and 2022);
- Reviews of national air pollution inventory data pursuant to the Directive (EU) 2016/2284 (NECD).

The inventory covers several gaseous air pollutants, such as GHGs emissions (not covered in this report), carbon monoxide (CO), nitrogen oxides (NO_x), sulphur oxides (SO_x), non-methane volatile organic compounds (NMVOC), ammonia (NH_3), Particulate Matter, Heavy Metals and POPs.

Emissions are estimated for each civil year from 1990 to 2023.

The inventory covers emissions occurring in the whole Portuguese territory, i.e., mainland Portugal and the two autonomous regions of Madeira and Azores Islands. Emissions from air traffic and navigation realized between places in territorial Portugal, including movements between mainland and islands, are also include in national emission total.

The economic sectors covered are the following: energy production and transformation, combustion in industry, domestic, agriculture, fisheries, institutional and commerce sectors, transportation (road, rail, maritime and air), industrial production and industrial and non-industrial use of solvents, waste production (urban, industrial and hospitals solid wastes, and domestic and industrial waste water treatment), agriculture, animal husbandry emissions, as well as emissions from forest fires and natural biogenic emissions (memo items).

1.2 Institutional arrangements for inventory preparation

1.2.1 Institutional arrangements in place

The current legal national arrangement for a National Inventory System was adopted in 2015 (Council of Ministers Resolution No.20/2015). It builds on the previous version (Council of Ministers Resolution No.68/2005), which has been revised and reorganized to take into account the developments at international level relating to the UNFCCC and the Kyoto Protocol, and the monitoring and reporting requirements provided at the EU level by Regulation (EU) 525/2013 of the European Parliament and of the Council of 21 May 2013, on a mechanism for monitoring and reporting greenhouse gas emissions and for reporting other information at national and Union level relevant to climate change, that has been repealed by Regulation (EU) No 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action and the requirements under the CLRTAP and the NECD.

This national system for the inventory (SNIERPA) contains a set of legal, institutional and procedural arrangements that aim at ensuring the accurate estimation of emissions by sources and removals by sinks of air pollutants, as well as the communication and archiving of all relevant information.

The principal objective of the SNIERPA is to prepare in a timely manner the National Inventory of Emissions by Sources and Removals by Sinks of Air Pollutants (INERPA), in accordance with the directives defined at international and EC levels, in order to make easier and more cost-effective the tasks of inventory planning, implementation and management.

SNIERPA defines the entities relevant for its implementation, based on the principle of institutional cooperation. This clear allocation of responsibilities is essential to ensure that the inventory takes place within the defined deadlines and complies with international requirements.

The 2015 Council of Ministers Resolution, restructures and elaborates the previous legal framework on the National System (SNIERPA), specifying its 4 different components:

i) a calculation and archiving system of the national inventory;
ii) the QA\QC System;
iii) the Methodological development Plan (PDM);
iv) the Archiving System.

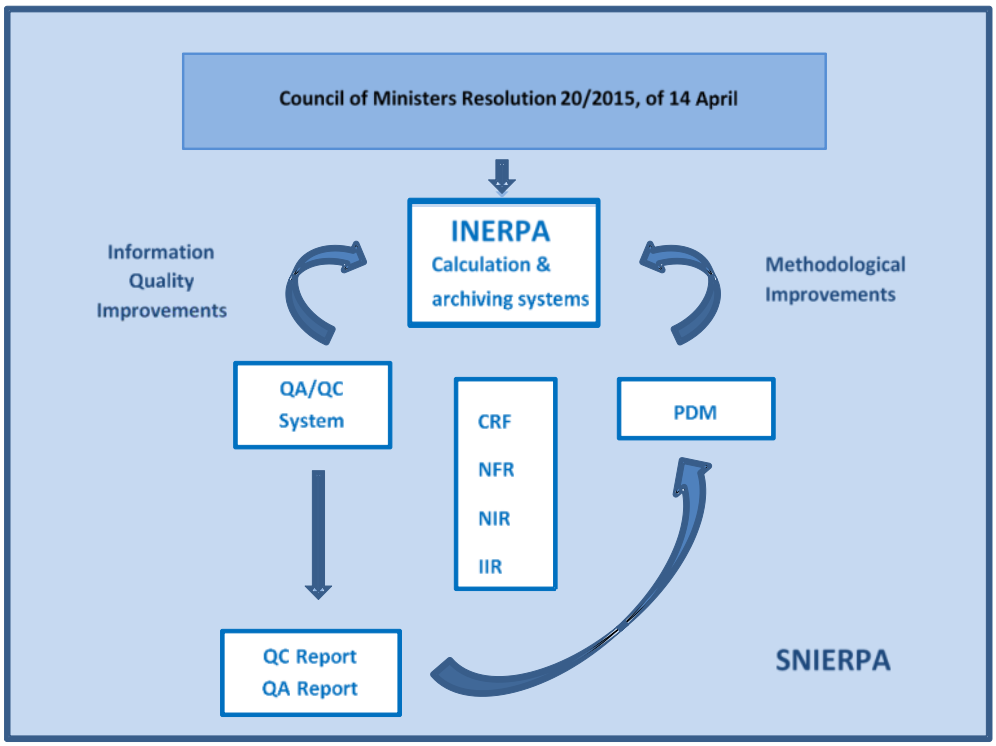


Figure 1-1: SNIERPA's main elements relations

Furthermore, it identifies the several outputs and formats of reporting to the international bodies, and specifies the functions of the entities making part of SNIERPA:

i) the coordinating entity;
ii) the sectorial Focal Points;
iii) the Entities Involved.

APA is the Responsible Body for the overall coordination and updating of the National Emissions Inventory (INERPA); the inventory's approval, after consulting the Focal Points and the involved entities; and its submission to EC and international bodies to which Portugal is associated, in the several communication and information formats, thus ensuring compliance with the adopted requirements and directives. The Climate Change Department (DCLIMA) is the unit responsible for the general administration of the inventory and for all aspects related to its compilation, reporting and quality management. Data from different sources is collected and processed by the inventory team, who is also responsible for the application of QA/QC procedures, the assessment of uncertainty and key category analysis, the compilation of the CRF tables and the preparation of the NIR, the response to the review processes and data archiving and documentation.

The sectorial Focal Points work with APA/DCLIMA in the preparation of INERPA and are responsible for fostering intra and inter-sectorial cooperation to ensure a more efficient use of resources. Their main task includes coordinating the work and participation of the relevant sectorial entities over which it has jurisdiction. It is also the Focal Points duty to provide expert advice on methodological choice, emission factor determination and accuracy of the activity data used. Focal Points play a vital role in sectorial quality assurance and methodological development. They are also responsible to produce statistical information and data publication that are used in the inventory estimates.

The involved entities are public or private bodies which generate or hold relevant information to INERPA, and which actions are subordinate to the Focal Points or directly to the Responsible Body.

All governmental entities have the responsibility to ensure, at a minimum, co-funding of the investment needed to ensure the accuracy, completeness and reliability of the emissions inventory.

Following the publication of the new Council of Ministers Resolution No. 20/2015 of 14 April, which restructured the SNIERPA, a set of implementing procedures were agreed within SNIERPA to facilitate the good functioning of the national system, defining in more detail some competences, such as the regularity of the meetings and the deadlines for the information´ transmission, among other issues.

The figure below presents the main entities that make part of the national system.

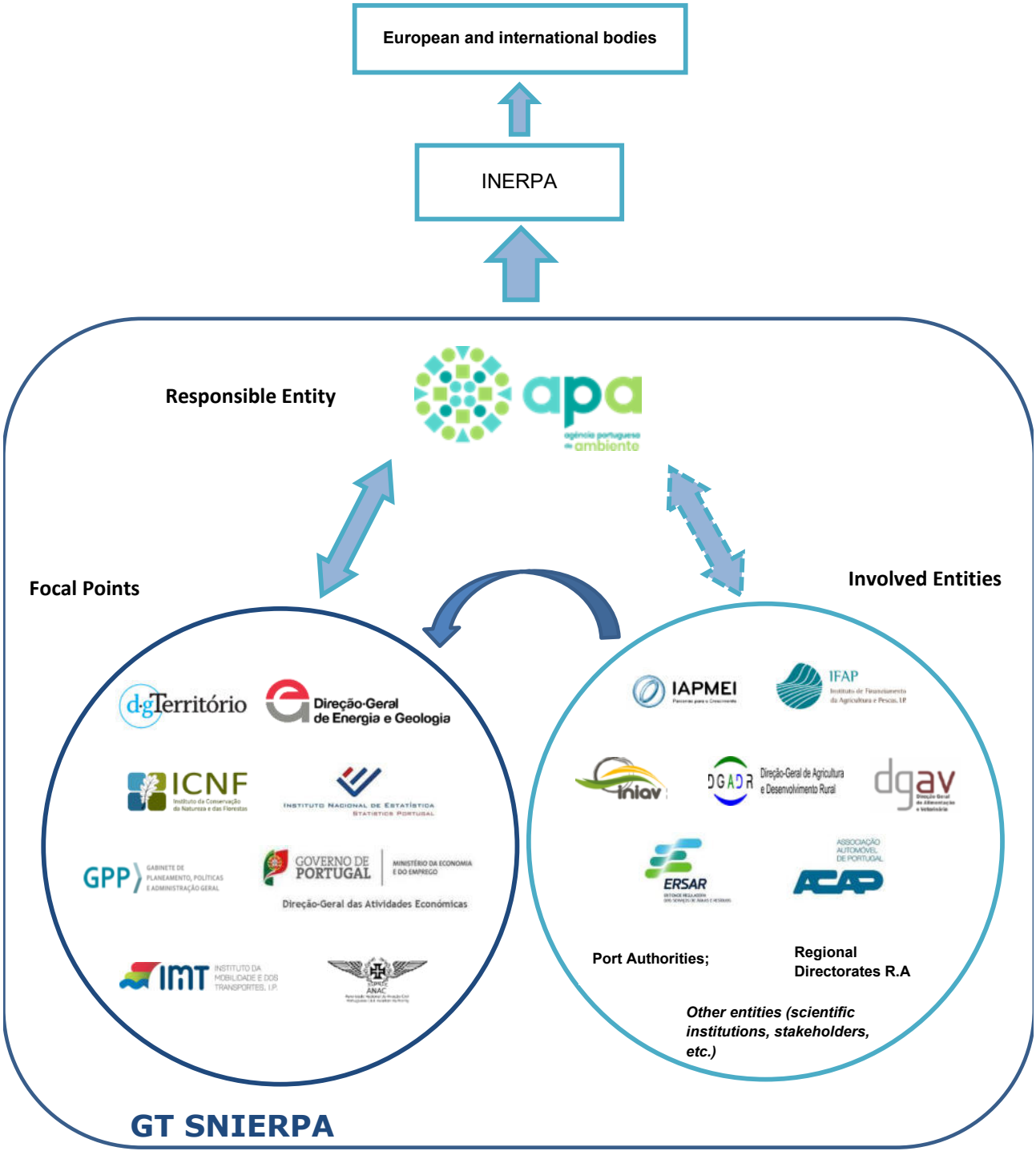


Figure 1-2: Main bodies of the national system (SNIERPA)

For the sake of efficiency, the Portuguese national system, has been broadened to include a wider group of air pollutants than just GHG not covered by the Montreal Protocol, allowing for improvements in information quality, as well as an optimisation of human and material resources applied to the preparation of the inventory.

The RCM (Council of Ministers Resolution 20/2015, of 14 April) also includes a procedure for the official consideration of the inventory, defining, in its article 12, that the final approval of INERPA is the responsibility of APA, after hearing the focal points (FP) and the involved entities (IE).

1.3 Inventory Preparation Process

1.3.1 Responsibility

APA is the national entity responsible for the overall coordination of the Portuguese inventory of air pollutants emissions. According to these attributions, APA makes an annual compilation of the Portuguese Inventory of air emissions which includes Greenhouse Gas (GHGs) and sinks, acidifying substances as well as other pollutants. The reporting obligations to the EU and the international instances are also under the responsibility of the APA.

The designated representative is:

Agência Portuguesa do Ambiente, I.P. (Portuguese Environmental Agency)

DCLIMA (Climate Change Department)

Address: Rua da Murgueira, 9/9A, 2610-124 Amadora, Portugal

Telephone: +351 21 472 82 00

Fax: + 351 21 471 90 74

Head of Department: Joana Veloso – joana.veloso@apambiente.pt

1.3.2 Overview of inventory planning

All the participating organizations represented in SNIERPA support the annual production of the national inventories and the fulfillment of the reporting requirements.

Future planned improvements are compiled annually for each sector by the relevant inventory experts and the inventory coordinator, having as a basis the issues raised and the recommendations from the annual review processes and the problems identified from the application of QA/QC procedures, as well as future new reporting obligations. All identified items are gathered in a Methodological Development Plan (PDM – *Plano de Desenvolvimento Metodológico*) which is updated every year. Each issue identified is attributed a priority, considering its importance from the key categories assessment, the level of uncertainty associated and the economic and technical resources available.

Each year, typically in June according to the agreed calendar of INERPA, APA, as coordinator of SNIERPA, organizes a kick off meeting to plan and launch, in coordination with the sectoral focal points and the involved entities, the work for the following inventory submission(s). Bilateral meetings occur as necessary as consequence of this meeting aiming at discussing the specific issues related to each sector and to agree on the actions to be implemented in the framework of SNIERPA during this inventory compilation regarding the next submission.

The following table presents the overall calendar of the INERPA's elaboration process, which includes four main phases: planning, compilation, QA/QC verification and improvement (PDM activities).

Table 1.1: Calendar for the inventory process

Date	Task	Process	Tasks
May - June	- Elaboration of QA/QC plan - Definition/update of inventory development priorities (PDM)	Inventory Planning	- setting of quality objectives - identification of priorities taking into account the latest reviews and QA/QC checks
June	Kick-off meeting of SNIERPA WG for the launch of the annual inventory work	Inventory Planning	- discussion of the QA/QC plan - discussion and of the inventory development priorities (PDM)
June - December	- end September: deadline for rotine data collection/ delivery by FP and/or IE to the APA - end October: deadline for the implementation of Methodological Development Plan (PDM) improvements	Inventory Compilation/ Improvement/ Verification	- approval of the QA/QC plan and of the PDM - collection of activity data and EFs update - implementation of methodological improvements - estimation of emissions/ removals - aplication of QA/QC checks - uncertainty and KC assessment - archiving of information - preparation of submissions by the inventory team
15 January	*Preliminary CRF and Short NIR submission to EC (DG CLIMA) [Monitoring Mech. of GHG under EU]*	*Reporting*	-
	Preparation of NFR submission	Inventory Verification/ Improvement	- aplication of QA/QC checks - implementation of corrections and late data updates
14 February	*Official consideration/approval of the NFR submission to UNECE [CLRTAP]*	*Approval*	*Approval by President of APA*
15 February	*Official NFR submission to NECD [EU] and UNECE [CLRTAP]*	*Reporting*	-
	- Revision of CRF submission - Preparation of NIR and IIR - Circulation of NIR and IIR comments among FP and/or IE	Inventory Verification/ Improvement	- aplication of QA/QC checks - implementation of corrections and late data updates
9 March	- Deadline for NIR and IIR comments from FP and/or IE	Inventory Verification	-
14 March	*Official consideration/approaval of the CRF and NIR submission to EC (DG CLIMA) [Monitoring Mech. of GHG under EU]*	*Approval*	*Approval by President of APA*
15 March	*Submission of CRF and NIR (final versions) to the EC (DG CLIMA) [Monitoring Mech. of GHG under EU]*	*Reporting*	-
15 March	*Submission of IIR to UNECE [CLRTAP]*	*Reporting*	-
	- Implementation of QA/QC checks	Inventory Verification	- aplication of QA/QC checks including the NIR
15 April	*Submission of CRF and NIR (final version) to the UNFCCC [UNFCCC and Kyoto Protocol]*	*Reporting*	-
8/27 May	*Resubmission (if needed) of CRF and NIR (final version) to the EC and UNFCCC [UNFCCC and Kyoto Protocol]*	*Reporting*	-

1.3.3 Calculation, data archiving and documentation system

The emissions calculations are performed by APA/DCLIMA. However, many other institutions and agencies contributed to the inventory process, providing activity data, sectorial expert judgment, technical support and comments.

All calculation and reporting rely in a set of different Excel spreadsheet workbooks which had been developed in order that all information and calculations occur automatically. The structure of the information system is outlined in the figure below.

The information received from the several data suppliers is stored in its original format (paper or magnetic). A copy of this information is converted into the working workbooks, where data is further processed, linkage made and calculations performed, maintaining hence the integrity of the original data sources.

The IT system has been developed at APA to answer to the various international obligations and national needs. At present, the different demands refer to: UNFCCC (CRF format); UNECE/CLRTAP (NFR format); NECD Directive (NFR format); as well national needs such as the State of Environment Reports. There is independency between emission calculations and the required structure necessary for each obligation which allows flexibility in the inventory.

Particular attention is paid to the archiving and storing of all inventory data and supporting information. In what refers to the maintenance of the annual inventory documentation, the information is archived in a way that enables each inventory estimate to be fully documented and reproduced if necessary. When major changes are done in methodology and emission factors, and particularly after a reporting cycle, the older spreadsheets are frozen and work restarts with copies of those spreadsheets, making a clear reference to the period when they were used. Minor corrections, which do not affect the estimations, are not stored due to storage area limitations.

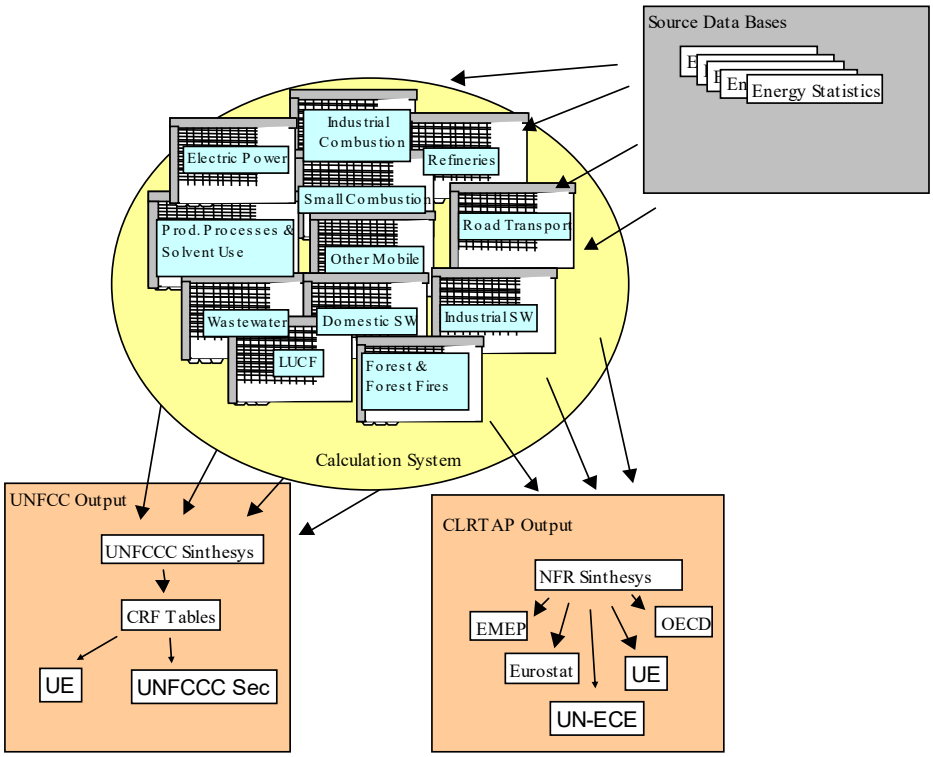


Figure 1-3: Electronic System Structure of the estimation and reporting system

All the inventory material, calculation files and reported tables, as well as the underlying data, the scientific documentation and studies used are stored and archived electronically, on a data server located at the APA premises where the inventory team key is located. All data are backed up daily. Hence, the present system existing in APA is considered to ensure the basic requirements/functions of an IT system: centralized data processing and storage.

The archiving system includes also the documentation related to the explanation of the inventory compilation and calculation process. In the latest years an effort has been made by the inventory team in order to better document and explain the calculation process and data sources used and procedures applied during an annual cycle for each sector. The several documents produced are stored in the inventory IT area, enabling a smoother transmission of knowledge and facilitation the continuity of the inventory compilation process in case of changes within the inventory team.

1.4 Geographic and sectoral coverage

The CLRTAP reporting refers presently to the new EMEP grid which covers the whole national territory.

The geographical scope of NEC Directive refers only to the Portuguese Mainland, and consequently Annex I Emissions reporting template exclude the emissions of the Azores and Madeira.

Emissions from international maritime traffic and aircraft emissions beyond the landing and take-off cycle are not included.

1.5 Time coverage

Emissions are estimated for each civil year from 1990 to 2023.

1.6 General overview of methodologies and data sources used

The inventory is compiled, to the extent as possible, in accordance with the recommended methodologies from the EMEP/CORINAIR guidebook or the IPCC Guidelines. The most recent methodological guidance – EMEP/EEA air pollutant emission inventory guidebook – 2023 and the 2006 IPCC Guidelines - have been implemented to the extent of possible for the compilation of the Portuguese inventory.

The national inventory system for air pollutants has been continuously developed and improved to include more pollutants and more complete and reliable estimates.

Default methods and emission factors used and the choice between Tier 1 and Tier 2 approaches, were dictated, case by case, by the availability of proper background information, from national circumstances and the availability of resources.

Table 1.2 gives an overview of the institutions and data sources providing data for the compilation of the Portuguese emission inventories.

One of the primary sources of information used for the energy sector is the Energy Balances, produced annually by the General Direction of Energy (DGEG). The basic information for road transport, maritime and aviation, such as the number of vehicles, harbour statistics and aircraft landing and take-off cycles are provided to the APA, within the SNIERPA arrangements, from different national entities, such as the Institute of Mobility and Transports (IMT), the National Civil Aviation (ANAC), the National Ports and different sectoral associations.

For the more recent years, data collected at APA under the European Emissions Trading Scheme (ETS) on production data, fuel consumption, fuel energy content and emission factors are also used in the inventory compilation.

Data sources for the industrial sector are diverse and include annual production data from IAPI (INE), ETS data, data collected from the National Pollutant Release and Transfer Register under the EC Regulation no.166/2006 (used to develop emission factors) and data collected directly from some plants or industrial associations.

The inventory considers both for the energy and the industrial processes sectors, individual point sources based on detailed information, such as fuel consumption, from large point sources collected under the framework of the European Directive on Large Combustion Plants.

The collection of data under the Large Combustion Plant Directive, the E-PRTR Regulation and Regulation (EU) No. 517/2014 on fluorinated greenhouse gases is also under the responsibility of APA and directly available to the inventory team.

Data sources for the agriculture sector, rely largely in the information, provided by the INE, on annual crop production and number of animals.

For the LULUCF sector, the forest areas and forest parameters are derived from national forest inventories provided by the Ministry of Agriculture/INCF, which prepares also official information on the areas subject to fires. The cartographic products used in the compilation of Land Use and Land Use Change, are prepared by DGT.

Data on waste are collected annually at APA via the Integrated System for Electronic Registry on Waste (SIRER) in SILIAMB electronic platform.

Table 1.2: Main data sources used in the Portuguese inventory

IPCC Sector	Activity Data	Data Sources
1 – Energy		
1 A – Energy. Fuel Combustion		
1A1 – Energy Industry	Fuel sales	Large Point Source Surveys (LPS) Large Combustion Plants (LCP) EDP Sustainability Annual Reports Energy Balance - General Directorate for Geology and Energy (DGEG) Autonomous Government of Azores National Statistical Institute (INE) European Emissions Trading Scheme - APA
1A2 - Manufacturing Industries and Construction		LPS, LCP, EPER/PCIP Energy Balance (DGEG) European Emissions Trading Scheme - APA
1A3 – Transport	Airport movements Vehicle sales Fuel sales Vehicle inspection data / Port movements	ANAC ACAP Energy Balance (DGEG) IMT
1A4 – Other Sectors	Fuel sales Equipments and fuel used	Energy Balance (DGEG) Survey on Energy Consumption in the Residential Sector (DGEG)
1A5 – Other	Fuel sales	Energy Balance (DGEG)
1 B – Fugitive Emissions from Fuels	Extraction, production and consumption amounts	Energy Balance and statistical yearbooks (DGEG) National Laboratory of Energy and Geology (LNEG) GALP
2 – IPPU		
2A - Mineral industry	Products produced Fuel sales Carbonates consumption	LPS, LCP CIMPOR, SECIL Energy Balance (DGEG) Portuguese Association of Producers of Bitumen Materials (APORBET) European Asphalt Pavement Association (EAPA) Technology Centre for Ceramics and Glass (CTCV) European Emissions Trading Scheme – APA National Statistical Institute (INE)
2B - Chemical industry	Products produced	National Statistical Institute (INE) Energy Balance (DGEG) LCP
2C - Metal industry	Products produced	National Statistical Institute (INE) Energy Balance (DGEG) LCP SN
2D - Non-energy products from fuels and solvent use	Products produced	National Statistical Institute (INE) Energy Balance (DGEG) Gen-Dir for Economic Activities (DGAE)
2F - Product uses as ODS substitutes	Products assembled Products in operation Products decommissioned Fluid amounts	National Statistical Institute (INE) APIRAC Data from Industry Importers EDP, REN Fluorinated Gas Reporting (APA)
2G - Other product manufacture and use		LCP Energy Balance (DGEG)
3 – Agriculture		
	Agriculture survey, Animal and Crop production, Fertilizer consumption	GPP IFAP INE APA
4 – Land Use, Land Use Change and Forestry		
	Biomass increment, Burnt area, Harvest Land use area, LUC Biomass increment	ICNF COS cartography (DGT) ISA
5 – Waste		
5A – Solid Waste Disposal on Land	Amount of Waste (Municipal) Amount of Waste (Industrial)	APA APA-INE
5B – Biological Treatment	Amount of Waste	APA
5C – Waste Incineration	Amount of Waste	APA
5D – Wastewater Handling	Industrial Production, Protein consumption	APA INE

1.7 Key source categories

Key source analysis to the 2023 Portuguese inventory estimates was conducted using Approach 1 for both level and trend assessments, as described in the EEA Guidebook and IPCC Guidelines.

The assessment was undertaken for 2023 for all pollutants at the NFR14 code level. The pollutant-specific key categories were identified using a predetermined cumulative emissions threshold. Key categories are those which, when summed together in descending order of magnitude, cumulatively add up to 80 % of the total level.

The results of the key category analysis for each pollutant are presented in the table below, which show the contribution of the KC identified to the national total (%) and the Tier 1 identification criteria (level (L1)/trend (T1)).

The importance of combustion sources is shown by the predominance of categories identified as key under the Energy sector (categories under 1.A) for the majority of pollutants (exception for NH_3). NH_3 emissions are generated in the agriculture sector, which represent approx. 85% of total NH_3 emissions in 2023. The Residential stationary sources (1.A.4.b.i) are related, to a great extent, to particulate matter, dioxins/furans and PAHs emissions.

For NMVOC, key categories refer in majority to the IPPU sector (NFR 2), in particular 2.D.3.a Domestic solvent use, 2.D.3.d Coating applications and 2.D.3.g Chemical products or 2.H.1 Pulp and paper industry. Glass production (2.A.3) is responsible for the large majority of Se emissions (80%) and a significant source for other HM emissions. Iron and steel production is also an important source of HM emissions in namelly, Pb, Cd and Zn emissions. Waste incineration sources (5.C) and Public electricity and heat production (1.A.1.a) generate the majority of HCBs emissions. PCBs emissions are mostly related (75%) to Industrial waste incineration (5.C.1.b.i).

Table 1.3: Key category analysis of 2023 inventory

NFR sectors			Main Pollutants (from 1990)				Particulate Matter (from 2000)				Other (from 1990)
			NOx (as NO_2)	NMVOC	SOx (as SO_2)	NH_3	$PM_{2.5}$	PM_{10}	TSP	BC	CO
NFR Code	Longname		Percentage of national total of each pollutant								
1A1a	Public electricity and heat production	ENERGY	8.6% (L1, T1)		31.9% (L1, T1)		2.7% (L1, T1)	2.4% (L1, T1)	1.7% (L1, T1)		
1A1b	Petroleum refining	ENERGY			0.4% (T1)						
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	ENERGY	4.5% (L1, T1)		25% (L1, T1)		2.1% (L1)	2.2% (L1)			2.7% (L1)
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	ENERGY									
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	ENERGY	10.9% (L1, T1)	5.4% (L1, T1)	13.3% (L1, T1)		8.8% (L1, T1)	6.8% (L1, T1)	14.4% (L1, T1)	3.8% (L1)	
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	ENERGY	2.7% (L1)		2% (T1)						
1A3ai(i)	International aviation LTO (civil)	ENERGY	3% (L1, T1)				3.1% (L1, T1)	2.4% (L1, T1)	1.5% (T1)	12.5% (L1, T1)	
1A3aii(i)	Domestic aviation LTO (civil)	ENERGY								4.6% (L1, T1)	
1A3bi	Road transport: Passenger cars	ENERGY	18.3% (L1, T1)	2% (T1)		1.3% (T1)	2.1% (T1)			12% (L1, T1)	15% (L1, T1)
1A3bii	Road transport: Light duty vehicles	ENERGY	11.1% (L1, T1)				2.1% (L1, T1)	1.6% (T1)		11.1% (L1, T1)	
1A3biii	Road transport: Heavy duty vehicles and buses	ENERGY	9.8% (L1, T1)				0.5% (T1)	0.4% (T1)	0.2% (T1)	2.6% (T1)	
1A3biv	Road transport: Mopeds & motorcycles	ENERGY		1.5% (T1)							4.4% (L1, T1)
1A3bv	Road transport: Gasoline evaporation	ENERGY		3.1% (L1, T1)							
1A3bvi	Road transport: Automobile tyre and brake wear	ENERGY					2.1% (T1)	3.1% (L1, T1)	2.4% (L1, T1)	3.8% (L1, T1)	
1A3bvii	Road transport: Automobile road abrasion	ENERGY						1.3% (T1)	1.6% (L1)		
1A3dii	National navigation (shipping)	ENERGY	4.5% (L1)								
1A4ai	Commercial/institutional: Stationary	ENERGY									
1A4bi	Residential: Stationary	ENERGY		8.7% (L1)			41.5% (L1, T1)	32.8% (L1, T1)	21.1% (L1, T1)	33.7% (L1, T1)	41.3% (L1, T1)
1A4ci	Agriculture/Forestry/Fishing: Stationary	ENERGY									
1B2aiv	Fugitive emissions oil: Refining / storage	ENERGY			5.7% (T1)						8.5% (L1, T1)
1B2av	Distribution of oil products	ENERGY		2.3% (L1)							
1B2d	Other fugitive emissions from energy production	ENERGY									
2A2	Lime production	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)						3.3% (L1, T1)	5.3% (L1, T1)		
2A3	Glass production	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)									
2A5a	Quarrying and mining of minerals other than coal	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)						3.4% (L1)	5.1% (L1, T1)		
2A5b	Construction and demolition	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)						3.9% (L1, T1)	8% (L1, T1)		
2B10a	Chemical industry: Other (please specify in the IIR)	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)					2.3% (L1)	1.9% (L1)	1.5% (L1)		
2C1	Iron and steel production	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)									
2D3a	Domestic solvent use including fungicides	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)		14.7% (L1, T1)							
2D3b	Road paving with asphalt	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)							2.5% (L1)		
2D3d	Coating applications	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)		10.5% (L1, T1)							
2D3e	Degreasing	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)		1.2% (T1)							
2D3g	Chemical products	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)		8.3% (L1, T1)					1.7% (L1)		
2D3i	Other solvent use (please specify in the IIR)	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)		6.2% (L1, T1)							
2G	Other product use (please specify in the IIR)	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)									
2H1	Pulp and paper industry	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)	3.8% (L1, T1)	5% (L1, T1)	10.5% (L1, T1)		15.1% (L1, T1)	14.1% (L1, T1)	9.8% (L1, T1)		
2H2	Food and beverages industry	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)		8.7% (L1, T1)							
2I	Wood processing	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)							3.4% (L1, T1)		
2K	Consumption of POPs and heavy metals (e.g. electrical and scientific equipment)	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)									
3B1a	Manure management - Dairy cattle	AGRICULTURE		2.3% (L1)		9% (L1, T1)					
3B2	Manure management - Sheep	AGRICULTURE				0.8% (T1)					
3B3	Manure management - Swine	AGRICULTURE				10.5% (L1, T1)					
3B4gi	Manure mangement - Laying hens	AGRICULTURE				4.2% (L1, T1)			3.2% (L1, T1)		
3B4gii	Manure mangement - Broilers	AGRICULTURE		2.7% (L1)		10.1% (L1, T1)					
3B4giii	Manure mangement - Turkeys	AGRICULTURE				2% (T1)		1.7% (L1, T1)			
3Da1	Inorganic N-fertilizers (includes also urea application)	AGRICULTURE	2.6% (L1)			7.2% (L1, T1)					
3Da2a	Animal manure applied to soils	AGRICULTURE		2.8% (L1)		22.4% (L1)					
3Da3	Urine and dung deposited by grazing animals	AGRICULTURE	2.8% (L1)			18.5% (L1, T1)					
3Dc	Farm-level agricultural operations including storage, handling and transport of agricultural products	AGRICULTURE						0.7% (T1)			
5C1bi	Industrial waste incineration	WASTE									
5C1biii	Clinical waste incineration	WASTE									
5C1bv	Cremation	WASTE									
5C2	Open burning of waste	WASTE					2.8% (L1)	2.3% (L1)			10% (L1, T1)
5E	Other waste (please specify in IIR)	WASTE									
	TOTAL	(%)	82.6	85.4	88.8	86.0	85.2	84.3	83.4	84.1	81.9

NFR sectors			Priority Heavy Metals (from 1990)			Additional Heavy Metals (from 1990, voluntary reporting)					
			Pb	Cd	Hg	As	Cr	Cu	Ni	Se	Zn
NFR Code	Longname		Percentage of national total of each pollutant								
1A1a	Public electricity and heat production	ENERGY		1.5% (T1)	6.2% (L1, T1)	9.7% (L1, T1)	1.4% (T1)		15.8% (L1, T1)	1.3% (T1)	3.1% (T1)
1A1b	Petroleum refining	ENERGY							1.3% (T1)		
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	ENERGY		7.9% (L1, T1)	12.6% (L1, T1)		6.9% (L1, T1)		9.6% (L1)		17.1% (L1, T1)
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	ENERGY					0.3% (T1)				
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	ENERGY		2.9% (T1)	5.2% (L1)	18.8% (L1)	31.4% (L1)	1.4% (T1)	19.7% (L1, T1)	11.5% (L1)	2.5% (T1)
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	ENERGY					1% (T1)		1% (T1)		
1A3ai(i)	International aviation LTO (civil)	ENERGY									
1A3aii(i)	Domestic aviation LTO (civil)	ENERGY									
1A3bi	Road transport: Passenger cars	ENERGY	23.1% (L1, T1)								
1A3bii	Road transport: Light duty vehicles	ENERGY									
1A3biii	Road transport: Heavy duty vehicles and buses	ENERGY									
1A3biv	Road transport: Mopeds & motorcycles	ENERGY						0.7% (T1)			
1A3bv	Road transport: Gasoline evaporation	ENERGY									
1A3bvi	Road transport: Automobile tyre and brake wear	ENERGY	22.5% (L1, T1)			6.7% (L1, T1)	30.6% (L1, T1)	80.2% (L1, T1)			26.8% (L1, T1)
1A3bvii	Road transport: Automobile road abrasion	ENERGY									
1A3dii	National navigation (shipping)	ENERGY							14.5% (L1, T1)		
1A4ai	Commercial/institutional: Stationary	ENERGY				4.3% (L1)		1% (T1)	4.8% (L1)		
1A4bi	Residential: Stationary	ENERGY		24% (L1, T1)			9.1% (L1, T1)				25.3% (L1, T1)
1A4ci	Agriculture/Forestry/Fishing: Stationary	ENERGY							10.2% (L1, T1)		
1B2aiv	Fugitive emissions oil: Refining / storage	ENERGY			5.7% (L1)						
1B2av	Distribution of oil products	ENERGY									
1B2d	Other fugitive emissions from energy production	ENERGY			12.3% (L1, T1)						
2A2	Lime production	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)									
2A3	Glass production	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)	17.8% (L1, T1)	11.6% (L1, T1)		42.9% (L1, T1)	7.6% (L1, T1)			79.8% (L1, T1)	
2A5a	Quarrying and mining of minerals other than coal	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)									
2A5b	Construction and demolition	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)									
2B10a	Chemical industry: Other (please specify in the IIR)	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)									
2C1	Iron and steel production	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)	17.1% (L1, T1)	22.4% (L1, T1)	15.6% (L1, T1)	2.6% (T1)	2.4% (T1)		9.4% (L1, T1)		10.8% (L1, T1)
2D3a	Domestic solvent use including fungicides	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)									
2D3b	Road paving with asphalt	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)									
2D3d	Coating applications	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)									
2D3e	Degreasing	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)									
2D3g	Chemical products	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)									
2D3i	Other solvent use (please specify in the IIR)	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)									
2G	Other product use (please specify in the IIR)	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)		8.4% (L1, T1)				12.8% (T1)			
2H1	Pulp and paper industry	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)									
2H2	Food and beverages industry	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)									
2I	Wood processing	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)									
2K	Consumption of POPs and heavy metals (e.g. electrical and scientific equipment)	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)			16.2% (L1, T1)						
3B1a	Manure management - Dairy cattle	AGRICULTURE									
3B2	Manure management - Sheep	AGRICULTURE									
3B3	Manure management - Swine	AGRICULTURE									
3B4gi	Manure mangement - Laying hens	AGRICULTURE									
3B4gii	Manure mangement - Broilers	AGRICULTURE									
3B4giii	Manure mangement - Turkeys	AGRICULTURE									
3Da1	Inorganic N-fertilizers (includes also urea application)	AGRICULTURE									
3Da2a	Animal manure applied to soils	AGRICULTURE									
3Da3	Urine and dung deposited by grazing animals	AGRICULTURE									
3Dc	Farm-level agricultural operations including storage, handling and transport of agricultural products	AGRICULTURE									
5C1bi	Industrial waste incineration	WASTE									
5C1biii	Clinical waste incineration	WASTE			0.9% (T1)						
5C1bv	Cremation	WASTE			5.9% (L1)						
5C2	Open burning of waste	WASTE		11.1% (L1)	4.9% (L1)						
5E	Other waste (please specify in IIR)	WASTE									
	TOTAL	(%)	80.5	89.8	85.5	85.0	90.7	96.1	86.3	92.6	85.6

NFR sectors			POPs (1) (from 1990)							
			PCDD/ PCDF (dioxins/ furans)	PAHs					HCB	PCBs
				benzo(a) pyrene	benzo(b) fluoranthene	benzo(k) fluoranthene	indeno (1,2,3-cd) pyrene	Total 1-4		
NFR Code	Longname		Percentage of national total of each pollutant							
1A1a	Public electricity and heat production	ENERGY							10.5% (L1, T1)	
1A1b	Petroleum refining									
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print							1.3% (T1)	6.3% (T1)	
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco									
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals							0.4% (T1)		
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)									
1A3ai(i)	International aviation LTO (civil)									
1A3aii(i)	Domestic aviation LTO (civil)									
1A3bi	Road transport: Passenger cars							2.1% (T1)		
1A3bii	Road transport: Light duty vehicles									
1A3biii	Road transport: Heavy duty vehicles and buses									
1A3biv	Road transport: Mopeds & motorcycles									
1A3bv	Road transport: Gasoline evaporation									
1A3bvi	Road transport: Automobile tyre and brake wear									
1A3bvii	Road transport: Automobile road abrasion									
1A3dii	National navigation (shipping)									
1A4ai	Commercial/institutional: Stationary									
1A4bi	Residential: Stationary		37.4% (L1, T1)					75.4% (L1, T1)	22.2% (L1, T1)	
1A4ci	Agriculture/Forestry/Fishing: Stationary									
1B2aiv	Fugitive emissions oil: Refining / storage									
1B2av	Distribution of oil products									
1B2d	Other fugitive emissions from energy production									
2A2	Lime production	INDUSTRIAL PROCESSES AND PRODUCT USE (IPPU)								
2A3	Glass production									
2A5a	Quarrying and mining of minerals other than coal									
2A5b	Construction and demolition									
2B10a	Chemical industry: Other (please specify in the IIR)									
2C1	Iron and steel production		11.6% (L1)					8.4% (L1, T1)		
2D3a	Domestic solvent use including fungicides									
2D3b	Road paving with asphalt									
2D3d	Coating applications									
2D3e	Degreasing									
2D3g	Chemical products									
2D3i	Other solvent use (please specify in the IIR)		10.9% (L1)							
2G	Other product use (please specify in the IIR)									
2H1	Pulp and paper industry									
2H2	Food and beverages industry									
2I	Wood processing									
2K	Consumption of POPs and heavy metals (e.g. electrical and scientific equipment)									17.5% (L1, T1)
3B1a	Manure management - Dairy cattle	AGRICULTURE								
3B2	Manure management - Sheep									
3B3	Manure management - Swine									
3B4gi	Manure mangement - Laying hens									
3B4gii	Manure mangement - Broilers									
3B4giii	Manure mangement - Turkeys									
3Da1	Inorganic N-fertilizers (includes also urea application)									
3Da2a	Animal manure applied to soils									
3Da3	Urine and dung deposited by grazing animals									
3Dc	Farm-level agricultural operations including storage, handling and transport of agricultural products									
5C1bi	Industrial waste incineration	WASTE	14.8% (L1, T1)							75.4% (L1, T1)
5C1biii	Clinical waste incineration		2.8% (T1)						48.7% (L1, T1)	
5C1bv	Cremation									
5C2	Open burning of waste							4.5% (T1)		
5E	Other waste (please specify in IIR)		13.9% (L1, T1)							
	TOTAL	(%)	91.4					92.1	87.7	92.9

1.8 Information on QA/QC

APA is the national entity responsible for the Quality Assurance and Quality Control (QA\QC) System of the inventory (Figure 1-2).

The inventory staff is responsible for the implementation of QA/QC procedures related to data gathering, handling, processing, documenting, archiving and reporting procedures related to the inventory, namely QC1.

Each Involved Entity (IE) within SNIERPA contributing with data to the inventory is responsible for the quality of their own data. A request for information on the specific QC or QA procedures is to be sent to IEs in order to document such procedures, its results and also the uncertainty calculations.

A QA/QC coordinator is designated in order to ensure that the objectives of the QA/QC plan are met and to guarantee the good implementation of the QA\QC procedures defined.

The SCGQ is composed of a Quality Control and Quality Assurance Programme and a Procedures Manual. The first schedules the application of the general (QC1) and specific (QC2) Quality Control as well as Quality Assurance (QA) procedures, described in detail in the Manual. The procedures were defined according to Good Practice and Uncertainty Management Guide (IPCC, 2000 and 2006) and adapted to the INERPA characteristics.

Quality Control tier 1 procedures defined in the QA/QC Manual include a series of checklists, which consider basic checks on the accuracy of data acquisition processes (including, e.g, transcription errors) and checks on calculation procedures, data and parameters. It includes also cross-checking among subcategories in terms of data consistency, verification of NIR and NFR tables. Documentation and archiving procedures include checks on information handling which should enable the recalculation of the inventory. QC tier 2 procedures, on the other hand, include technical verifications of emission factors, activity data, and comparison of results among different approaches.

Both QC1 and QC2 procedures are to be applied by the inventory team during the inventory calculation and compilation following a yearly defined QA/QC plan.

The sectoral Focal Points within SNIERPA have also an important role in the implementation of QA\QC activities. As foreseen in the implementing procedures document agreed under SNIERPA, APA transmits the reports to the focal points on each official submission for validation purposes of each sectoral component and proposed amendments and perform QA\QC validation procedures.

Quality assurance activities also include feedback from different inventory users and checks and reviews made under the EC and UNFCCC.

The results of quality control of national submissions under the European Regulation No 525/2013 on a CO_2 Monitoring Mechanism (MMR), e.g. completeness checks, consistency checks, and the issues raised during the annual review process of the UNFCCC or the reviews in the context of the European Effort Sharing Decision (ESD) and the National Emission Ceiling Directive (NECD), constitute additional processes of technical verification and represent valuable sources of error detection and methodological improvement.

1.9 General uncertainty assessment

This submission includes a general uncertainty assessment, which comprises a qualitative and a quantitative uncertainty analysis for the main pollutants (SO_2, NOx, NMVOC, NH_3 and $PM_{2.5}$).

1.9.1 Method used

The methodology used for the assessment of uncertainty followed the guidance from the "EMEP/EEA air pollutant emission inventory guidebook 2023 (EEA 2023)".

The Tier 1 methodology was applied for SO_2, NOx, NMVOC, NH_3, and $PM_{2.5}$, by using the error propagation method. In this approach, the uncertainties for a specific source category are estimated and combined to an overall uncertainty of each pollutant.

More detailed information can be found in Annex G of this report.

1.9.2 Data sources

In order to estimate the overall uncertainty, the uncertainty of activity data and emission factor, has to be quantified.

For this uncertainty analysis exercise, the indicative error ranges in activity data proposed by the EMEP/EEA air pollutant emission inventory guidebook 2023 (EEA 2023) (Chapter 5/ Table 2-1) were used. Nevertheless, for some sectors/categories and whenever possible, the uncertainties of activity data were based on the GHG uncertainty analysis.

Uncertainties of emission factors were based on the qualitative ratings following the EMEP/EEA air pollutant emission inventory guidebook 2023 (EEA 2023). Therefore, the arithmetic mean value of the proposed upper and lower emission factor uncertainty was calculated and used for the calculation of the overall combined uncertainty.

The quality of estimates was rated using qualitative indicators as suggested in Chapter 5 (Table 2-2) of the EMEP/EEA air pollutant emission inventory guidebook 2023 (EEA 2023). The definition of the ratings is given in Table 1.4, the ratings for the emission estimates are presented in Table 1.5.

Table 1.4: Rating definitions

Rating	Definition	Typical Error Range
A	An estimate based on a large number of measurements made at a large number of facilities or individual sources across a comprehensive range of operating conditions that fully represent the sector	10 to 30%
B	An estimate based on a large number of measurements made at a large number of facilities or individual sources across a range of operating conditions that represent a large part of the sector	20 to 60%
C	An estimate based on a number of measurements made at a small number of representative facilities or individual sources across a smaller range of operating conditions, or an engineering judgement based on a number of relevant facts. An estimate based on a large number of measurements across a range of conditions for a source which is complex and/or variable.	50 to 200%
D	An estimate based on single measurements, or an engineering calculation derived from a number of relevant facts. An estimate based on a large number of measurements across a range of conditions for a source which is particularly complex and/or variable	100 to 300%
E	An estimate based on an engineering calculation derived from assumptions only An estimate based on a limited number of measurements for a source which is particularly complex and/or variable.	Order of magnitude
Calc	Quantitative uncertainty assessment based on sectoral analysis	*

1.9.3 Uncertainty results

The quantitative uncertainty assessment was performed with the Approach 1 according to (EEA 2023) for the air pollutants SO_2, NOx, NMVOC, NH_3, and $PM_{2.5}$ in the year 2023 and the respective level and trend uncertainties. The basis for this assessment is the qualitative rating and sector quantitative data as presented in Table 1.5.

Table 1.5: Emission quality data ratings and calculated uncertainties by main NFR source categories

NFR	Description	NOx (as NO_2)	NMVOC	SOx (as SO_2)	NH3	PM2.5
1A1a	Public electricity and heat production	A	C	A	E	C
1A1b	Petroleum refining	B	C	A	-	C
1A2*	Stationary combustion	B	C	A	E	C
1A2*	Mobile Combustion	B	C	A	E	C
1A3a	Civil Aviation	D	D	B	-	D
1A3b	Road transport	C	C	A	E	C
1A3c	Railways	D	D	B	E	D
1A3d	National navigation	D	D	B	-	D
1A4a	Commercial/institutional	C	C	A	E	D
1A4b	Residential	C	C	A	E	D
1A4c	Agriculture/Forestry/Fishing	C	C	A	E	D
1A5	Other	D	D	B	-	D
1B2	Fugitive emissions from energy production	C	C	C	E	D
2A	Mineral Products	-	C	-	C	C
2B	Chemical industry	B/C	C	C	B/C	C
2C	Metal production	C	C	C	-	C
2D	Solvent Use	-	B/C	-	C	C
2G	Other product manufacture and use	C	C	C	C	C
2H	Other Processes	C	C	B	-	C
3B	Manure management	D	D	-	D	E
3D	Agricultural Soils	D	D	-	D	E
3F	Field burning of agricultural residues	D	D	D	D	E
5A	Solid waste disposal on land	**Calc**	**Calc**	**Calc**	**Calc**	**Calc**
5B	Biological treatment of waste	-	-	-	**Calc**	-
5C	Waste incineration	**Calc**	**Calc**	**Calc**	**Calc**	**Calc**
5D	Wastewater handling	-	**Calc**	-	-	-
5E	Other waste	-	-	-	-	**Calc**

The results of the uncertainty analysis are indicated in the following table.

The high levels of the overall uncertainty estimated for each pollutant are considered to be related in part to the uncertainty assessment approach followed, which was based in majority on default range values for uncertainty of AD and EF. This exercise should be improved in the future using more specific uncertainty values.

Table 1.6: Emission quality data: Result of overall uncertainty for the main pollutant

Pollutant	Unit	Emissions 2023	Level uncertainty 2023 (%)	Trend uncertainty 2023(%)
NOx	kt	135.2	33.6%	0.7%
NMVOC	kt	160.9	29.8%	2.5%
SO_2	kt	41.4	12.4%	0.0%
NH_3	kt	56.0	72.1%	7.0%
$PM_{2.5}$	kt	44.2	84.6%	8.5%

A more detailed presentation of the uncertainties on sectoral leval per pollutant is given in Annex G of this report.

1.10 Overview of the completeness

The national inventory comprehends emissions occurring in the whole Portuguese territory, i.e., mainland Portugal and the two autonomous regions of Madeira and Azores Islands. Emissions from air traffic and navigation realized between places in territorial Portugal, including movements between mainland and islands, are also include in national emission total.

The inventory covers several air pollutants: GHGs emissions (not covered in this report), carbon monoxide (CO), nitrogen oxides (NO_x), sulphur oxides (SO_x), non-methane volatile organic compounds (NMVOC), ammonia (NH_3), Particulate Matter, Heavy Metals and POPs.

An effort has been done in the late years in order to extend the scope of the inventory in terms of substances and the source categories covered. The situation has been continuously improved, however, some pollutants/categories are still not quantified.

Table A-1 included in ANNEX A: COMPLETENESS AND KEY CATEGORIES, indicates the source categories/pollutants emissions reported as “NE” (Not Estimated). These situations result, in the majority of cases, from a lack of methodological guidance (e.g. non-availability of EF). In other cases, they may correspond to areas where further work is needed at national level, and consequently they have or will be considered in the methodological development programme (PDM) for future inventory improvement.

Table A-2 specifies the emission sources estimated but included elsewhere in the inventory instead of under the expected source category. This table is accompanied by information where, in the inventory, the emissions for the displaced source category have been included.

2 Emission Trends

Table of Contents

2 Emission Trends 2-1

List of Figures

Figure 2-1: Hydraulic index and SO_2 emissions from Public Electricity and Heat Production 2-3

Figure 2-2: Main pollutants and particulate matter - total emissions 2-4

Figure 2-3: Percentage variation of main pollutant emissions: 1990-2023 period 2-4

Figure 2-4: Heavy metals total emissions 2-6

Figure 2-5: Percentage variation of HM emissions: 1990-2023 period 2-7

Figure 2-6: Persistent organic pollutant total emissions 2-9

Figure 2-7: Percentage variation of POP emissions: 1990-2023 period 2-9

List of Tables

Table 2.1: Main pollutants and particulate matter total emissions 2-5

Table 2.2: Heavy metals total emissions 2-8

Table 2.3: Persistent organic pollutant total emissions 2-10

2 Emission Trends

Updated: March 2025

SO_x emissions are generated in majority in the energy sector (92 % of total emissions in 2023) which is a major consumer of fossil fuels. Within this sector, the combustion in manufacturing industries, with approximately 42 % of national total emissions in 2023, and the energy industries, representing 32 % of national total emissions in 2023, followed by fugitive emissions from refining (6 % of national total emissions in 2023), represent the major sources.

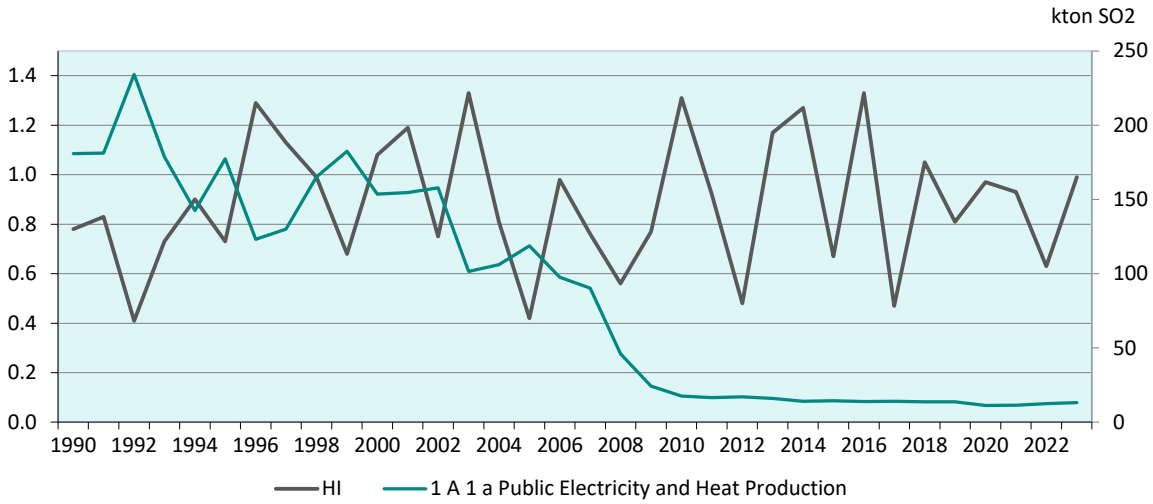
The variation of SO_x emissions in the period 1990-2023 registered an overall trend variation of -87 % for the same period, that resulted from the significant decrease of most of sub-categories: energy industries –93%, manufacturing industries –78%, transport -86% and combustion in other sectors -93%.

In the past, oil and coal represented the biggest share of the fuel mix used in thermal electrical production in the country. The situation changed along the years with the implementation of several measures that had a positive effect in emissions levels, such as the introduction of natural gas (1997), the installation of new combined cycle thermoelectric plants using natural gas (1999), the progressive installation of co-generation units, the amelioration of energetic and technologic efficiency of industrial processes, or the introduction of stricter laws regulating the quality of fuels, e.g. for residual fuel oil (Decree-Law 281/2000 of 10th November). The introduction of natural gas and its increasing use since 1997 was a major step in the control of SO_x emissions.

Until the early 2000's, SO_x emissions presented a significant inter-annual variation which was related to the pronounced fluctuations of hydroelectric power generation that is highly dependent on annual variations in precipitation (see next figure). This relation was broken particularly after 2007, when desulphurization systems in two Large Point Source Energy Plants in Mainland Portugal were implemented. As a consequence, SO_x emissions from the energy industries registered a strong reduction since 2007 (approx. -85% in 2023 compared to 2007).

The decline in emissions from electricity production in the latest years is the result of the phase-down in the use of coal in thermal production, which was definitively ended in 2021, with the closure of the last Portuguese coal thermal plant (Sines). This emissions' reduction also reflects the increasing relevance of renewable energy in the energy produced in Portugal and the importance of natural gas, which became the main fuel used in electric thermal generation.

In 2023, the renewable domestic electric production raised approx. 30 % over the previous year as a result of a balance between a more favourable hydraulic availability (IH = 0.99 compared to 0.63 in 2022) and, consequently, a greater hydroelectric production (+ 68 %), and an increase in the photovoltaic production (+47 %). The import balance of electricity raised (+ 11 %) compared to the previous year.



Note: HI = 1 corresponds to the average hydrologic availability.
Source: EDP; REN.

Figure 2-1: Hydraulic index and SO_2 emissions from Public Electricity and Heat Production

After the abrupt economic slowdown verified in 2020 due to the COVID-19 shutdown measures to contain the pandemic, GDP registered since then a positive variation: + 5.5% in 2021 and + 6.6% in 2022.

The primary energy consumption which decreased by 7.4% in 2020 compared to 2019 reflecting the economic effects of the pandemic, continues to present in 2023 a lower level as compared to the pre-pandemic primary energy consumption (- 5% in relation to 2019), representing an improvement in the energy intensity of the economy with a greater wealth created by unit of primary energy consumed.

Energy is also the major responsible sector for emissions of NO_x and CO, representing each one more than 80% of 2023 national total emissions. Its contribution for NMVOC emissions is also significant, together with Industrial Processes and Products Use.

Within energy, transportation is responsible for the major share of NO_x, CO and NMVOC emissions: approx. 48% for NO_x, 26% for CO and 8% for NMVOC of 2023 totals. Despite the fast-growing trends of the transport sector (mainly road) since the 90s, the introduction of new petrol-engine passenger cars with catalysts converters and stricter regulations on diesel vehicles emissions limited the growth of these emissions or even its decrease. In fact, the situation started to change in the last years, as transport emissions growth has first stabilised and even started to decline in the most recent years. The emissions variation registered in the transport road sector in the period 1990-2023 for CO, NMVOC and NO_x emissions are, respectively, -88%, -87% and -43%.

Other sectors (commercial/institutional, residential and agriculture/ forestry) within energy, also amount for a significant share of CO: approx. 43% of 2023 totals.

NH_3 is primarily generated in biological systems, such as agriculture soil (48% of 2023 national totals), manure management systems (43% of 2023 national totals), chemical industry and decomposition of municipal wastes. Road transport represents a smaller part of emissions with 1.4% of 2023 national total, but has grown significantly since 1990 (+1000%). The overall evolution of ammonia in the period analysed is downwards with a -17% variation between 1990 and 2023.

A significant share of particulate matter is generated in other sectors (residential) which represents approximately 43% of 2023 national total PM2.5 emissions and in combustion in manufacturing industry (~12%), and the estimates show overwhole negative trends since 1990 for TSP (-22%), PM10 (-29%), PM2.5 (-30%) and BC (-33%).

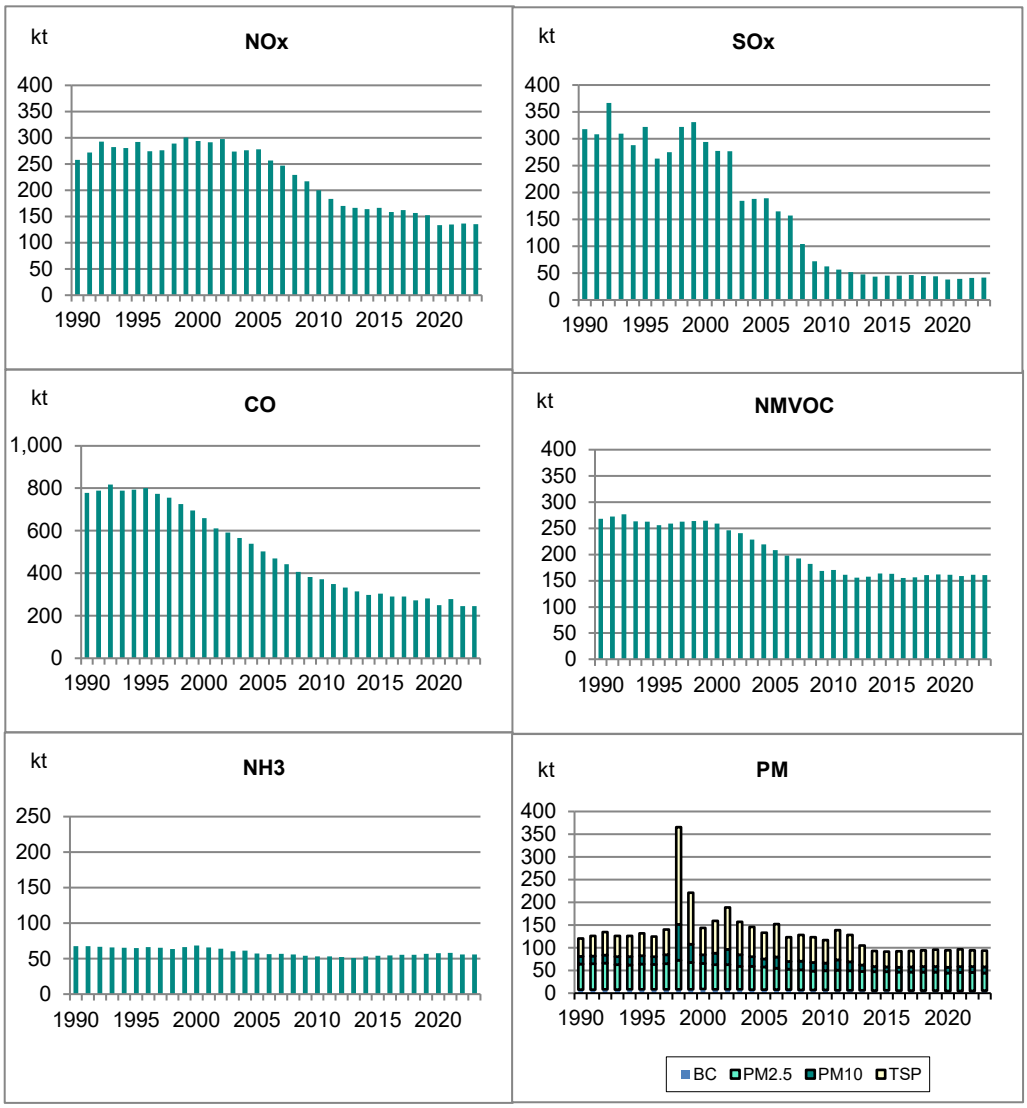


Figure 2-2: Main pollutants and particulate matter - total emissions

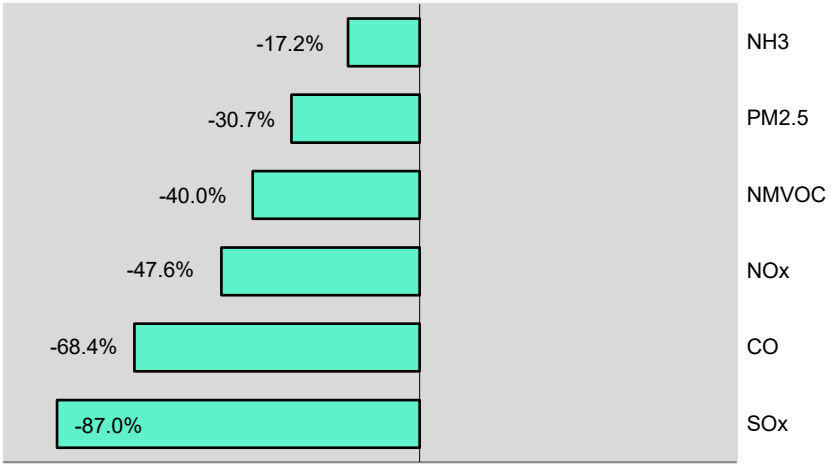


Figure 2-3: Percentage variation of main pollutant emissions: 1990-2023 period

Table 2.1: Main pollutants and particulate matter total emissions

	NOx	NMVOC	SOx	NH3	PM2.5	PM10	TSP	BC	CO
	kt	kt	kt	kt	kt	kt	kt	kt	kt
1990	257.8	268.2	317.7	67.6	63.8	80.7	120.6	7.9	777.4
1991	271.8	272.2	308.1	67.6	64.7	81.7	126.3	8.0	788.1
1992	292.6	276.8	366.5	66.7	66.2	83.8	134.3	8.1	817.6
1993	282.1	263.4	309.5	65.8	62.9	80.4	126.3	8.0	789.2
1994	280.6	262.6	288.0	65.3	62.3	80.0	125.7	8.2	793.7
1995	292.3	255.8	321.6	65.1	63.9	82.5	131.6	8.4	800.6
1996	274.2	258.9	262.7	66.2	63.7	80.3	124.4	8.5	773.7
1997	276.5	262.5	274.8	65.5	65.1	84.2	139.9	8.5	755.3
1998	289.1	263.7	322.0	63.6	72.4	151.4	365.1	8.7	726.2
1999	300.6	264.2	330.8	66.4	67.6	107.8	221.3	8.8	694.8
2000	293.8	259.0	293.7	68.7	65.5	84.3	143.4	9.1	658.8
2001	291.7	245.9	277.4	66.0	62.4	87.8	159.3	8.7	611.7
2002	297.7	240.7	276.5	64.0	63.0	96.3	188.5	8.4	591.4
2003	273.7	228.2	184.6	60.4	59.3	84.7	156.7	8.1	566.3
2004	276.2	219.6	188.1	61.5	59.4	80.3	145.4	8.1	538.7
2005	278.3	208.4	189.4	57.2	57.7	75.4	133.1	7.9	502.9
2006	256.9	198.2	164.6	56.2	54.7	79.6	152.1	7.7	469.5
2007	247.2	192.4	157.2	57.0	52.9	70.0	123.5	7.6	442.9
2008	229.4	181.9	103.9	55.9	51.3	70.2	128.2	7.3	405.9
2009	217.0	168.4	71.6	54.1	48.7	67.7	123.2	7.0	381.6
2010	200.2	170.6	62.4	53.1	49.1	66.4	116.7	6.9	371.0
2011	183.2	161.6	56.6	53.5	50.5	73.5	138.7	6.6	348.4
2012	170.1	156.1	51.8	52.3	49.0	68.8	128.0	6.2	333.0
2013	166.1	157.4	47.7	51.0	47.9	61.6	104.6	6.0	314.1
2014	163.8	163.6	43.2	53.1	47.3	58.3	93.0	6.0	298.2
2015	166.2	163.5	45.3	54.1	46.9	57.5	91.8	6.0	303.3
2016	158.6	155.4	45.3	54.5	46.2	57.1	92.1	5.9	290.8
2017	162.0	156.3	46.3	55.3	46.7	57.8	93.0	5.9	290.6
2018	156.9	160.8	44.7	55.5	46.7	58.1	94.2	5.8	272.0
2019	152.1	162.2	44.0	56.8	46.5	58.7	95.4	5.7	280.7
2020	133.2	161.3	38.0	57.7	44.4	57.1	94.2	4.8	249.2
2021	134.9	158.8	39.2	58.0	45.5	58.8	96.5	5.0	279.1
2022	136.2	161.6	41.0	55.8	45.6	58.7	94.1	5.2	245.7
2023	135.2	160.9	41.4	56.0	44.2	57.5	93.6	5.3	245.7

Emissions of heavy metals refer in majority to energy-related sources and associated with fuel combustion. They are directly related to the type of fuel used (and its HM content) in power and heat generating facilities and in industrial facilities.

With the exception of copper (Cu), all pollutants present a downward trend from 1990 to 2023.

Lead (Pb) emissions registered from 1990 to 2023 a decreasing trend, with a reduction of approx. 95% which is mainly related with the reductions of emissions in road transport and are explained by the phase-out of use of leaded petrol within the EU context.

Nickel (Ni) and mercury (Hg) registered significant reductions since 1990, respectively 73% and 46%, that are related to the amelioration of the fuels used and the fuel mix used in public power and heat generating facilities and in industrial facilities.

Copper emissions, largely related with road transportation (in particular, from automobile tyre and brake wear), represent 80% of national total copper emissions in 2023 and show a increasing tendency since 1990 +70%.

Zinc emissions are related to category 2.C.1 Iron and Steel (11% of total emissions) and to Combustion in industry (23%); the remaining part is related to energy categories, in particular 1.A.4.b.i (residential combustion) (27%).

Selenium emissions are mainly related to the evolution of glass production sector (2.A.3), representing 80% of total emissions in 2023, and show an overall decreasing trend of 14% from 1990 to 2023.

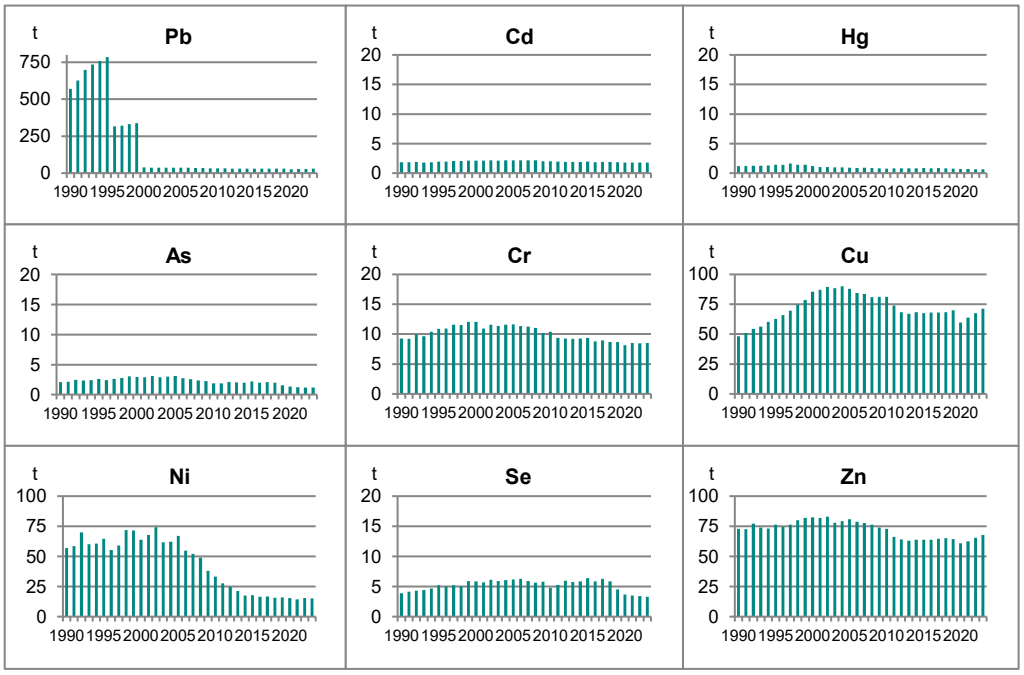


Figure 2-4: Heavy metals total emissions

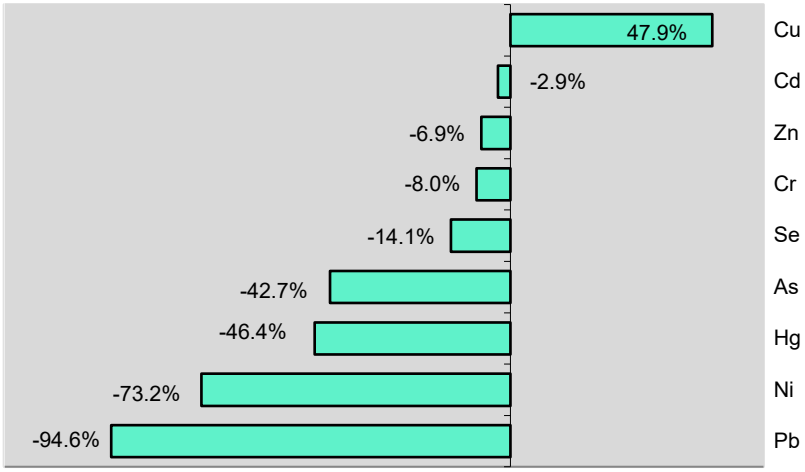


Figure 2-5: Percentage variation of HM emissions: 1990-2023 period

Table 2.2: Heavy metals total emissions

	Pb t	Cd t	Hg t	As t	Cr t	Cu t	Ni t	Se t	Zn t
1990	570.6	1.9	1.2	2.1	9.3	48.3	56.8	3.9	72.8
1991	625.8	1.8	1.2	2.2	9.2	50.8	58.5	4.1	72.6
1992	698.0	1.9	1.3	2.5	9.9	54.4	69.7	4.3	77.0
1993	734.5	1.8	1.3	2.4	9.7	56.4	60.1	4.4	73.8
1994	759.8	1.8	1.3	2.4	10.4	60.2	60.5	4.7	72.9
1995	785.9	2.0	1.4	2.6	10.9	62.6	64.6	5.2	76.2
1996	316.5	2.0	1.4	2.4	10.9	65.9	55.1	5.0	74.5
1997	320.5	2.0	1.6	2.6	11.6	69.7	58.9	5.2	76.2
1998	332.9	2.1	1.4	2.8	11.5	74.7	71.7	5.0	79.9
1999	337.5	2.1	1.4	3.1	12.0	78.6	71.4	5.9	81.9
2000	39.3	2.1	1.2	3.0	12.1	85.5	63.7	5.8	82.2
2001	36.9	2.1	1.0	2.9	10.9	87.0	67.8	5.7	81.9
2002	37.4	2.2	1.0	3.1	11.6	89.6	74.1	6.1	83.0
2003	36.9	2.1	1.0	2.9	11.3	88.4	61.7	5.9	77.9
2004	37.3	2.2	1.0	3.0	11.6	90.0	62.0	6.1	79.2
2005	36.7	2.2	0.9	3.1	11.6	87.9	67.0	6.2	80.8
2006	36.6	2.2	0.9	2.7	11.4	84.5	54.6	6.2	78.5
2007	36.1	2.2	0.9	2.6	11.3	83.5	52.1	5.9	77.6
2008	35.8	2.2	0.9	2.4	11.0	81.1	48.8	5.6	76.3
2009	33.9	2.0	0.8	2.3	10.2	81.1	37.8	5.8	73.8
2010	34.0	2.0	0.8	1.9	10.4	81.2	33.3	4.8	72.7
2011	32.7	1.9	0.8	1.9	9.4	73.9	27.7	5.3	66.1
2012	30.9	1.9	0.8	2.1	9.3	68.3	24.7	6.0	64.0
2013	30.3	1.9	0.8	2.0	9.2	66.9	21.3	5.7	62.8
2014	30.8	1.9	0.8	2.0	9.3	68.4	17.5	5.8	63.6
2015	30.2	1.9	0.9	2.2	9.4	67.5	17.8	6.4	63.8
2016	29.9	1.9	0.8	2.0	8.8	67.9	16.3	5.8	63.9
2017	30.1	1.9	0.9	2.1	8.9	68.1	16.7	6.3	64.5
2018	30.4	1.9	0.8	2.0	8.7	68.4	15.8	5.8	65.2
2019	30.2	1.8	0.8	1.6	8.7	70.0	16.0	4.5	64.3
2020	27.2	1.8	0.7	1.3	8.2	59.8	15.4	3.6	60.8
2021	28.3	1.8	0.7	1.2	8.5	63.7	14.4	3.5	62.4
2022	29.7	1.8	0.7	1.2	8.5	67.5	15.3	3.4	65.4
2023	31.1	1.8	0.7	1.2	8.5	71.4	15.2	3.3	67.8

Main sources of dioxines emissions refer to the incineration of waste (18 % of 2023 national total emissions), the combustion in the residential sector (38 % of 2023 national total emissions) and the use of solvent and other product in different activities (11 % of 2023 national total emissions). These emissions registered an overall decrease of 92 % in the period 1990-2023. Polycyclic aromatic hydrocarbons (PAH) emissions are related in majority to the residential – stationary sector (1.A.4.b.i) and the use of solvent and other product. HCBs emissions occur in energy industries (1.A.1), the combustion in the residential sector – stationary sector (1.A.4.b.i) and waste incineration sources (5.C) and. Polychlorobiphenyls (PCB) estimated emissions are related to the consumption of POPs and heavy metals (2.K) and in majority to the incineration of industrial waste (5.C).

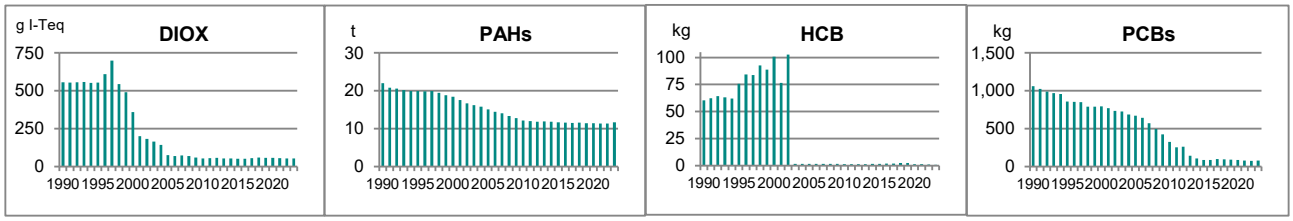


Figure 2-6: Persistent organic pollutant total emissions

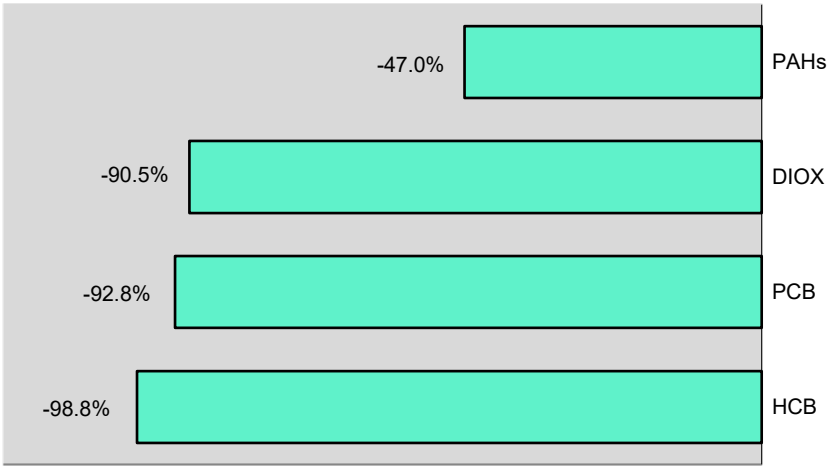


Figure 2-7: Percentage variation of POP emissions: 1990-2023 period

Table 2.3: Persistent organic pollutant total emissions

	DIOX	PAHs	HCB	PCB
	g I-TEQ	t	kg	kg
1990	555.6	22.0	60.4	1,061.2
1991	553.4	20.8	62.4	1,023.7
1992	555.7	20.6	64.2	987.1
1993	557.0	20.1	63.1	967.3
1994	551.1	19.9	61.9	957.8
1995	553.8	20.0	75.7	858.4
1996	609.7	19.9	84.2	851.2
1997	698.0	19.9	83.7	850.4
1998	544.8	19.5	92.8	790.0
1999	489.5	18.8	88.7	787.6
2000	358.2	18.4	100.8	794.4
2001	199.6	17.6	76.6	769.7
2002	181.0	16.7	102.7	735.3
2003	164.2	16.2	1.7	724.7
2004	141.5	15.8	1.7	686.6
2005	73.8	15.1	1.7	670.2
2006	69.1	14.4	1.6	643.3
2007	72.4	14.0	1.7	570.3
2008	67.9	13.4	1.6	496.9
2009	58.6	12.7	1.7	424.3
2010	53.1	12.1	1.4	322.8
2011	55.5	12.0	1.4	251.2
2012	57.5	11.8	1.5	261.9
2013	52.7	11.9	1.5	140.0
2014	51.9	11.8	1.6	105.4
2015	50.5	11.7	1.8	86.0
2016	51.7	11.5	1.9	84.2
2017	55.4	11.5	2.0	95.9
2018	58.8	11.6	2.4	92.1
2019	57.1	11.4	2.4	89.6
2020	56.7	11.4	1.4	86.7
2021	55.4	11.3	1.3	78.2
2022	52.6	11.4	1.2	73.0
2023	52.8	11.7	0.8	76.6

3 Energy (NFR Sector 1)

Table of Contents

3 Energy (NFR Sector 1) 3-1

3.1 International Bunkers Fuels 3-9

3.1.1 International aviation bunkers 3-9

3.1.2 International marine bunkers 3-10

3.2 Energy Industries (NFR 1.A.1) 3-11

3.2.1 Public Electricity and Heat Production (NFR 1.A.1.a) 3-11

3.2.2 Petroleum Refining (NFR 1.A.1.b) 3-26

3.2.3 Other Energy Industries (NFR 1.A.1.c) 3-30

3.3 Manufacturing Industries and Construction (NFR 1.A.2) 3-34

3.3.1 Methodology 3-34

3.3.2 Activity data 3-37

3.3.3 Emission Factors 3-54

3.3.4 Recalculations 3-68

3.3.5 Further Improvements 3-68

3.4 Transport (NFR 1.A.3) 3-69

3.4.1 Civil Aviation (NFR 1.A.3.a) 3-69

3.4.2 Road Transportation (NFR 1.A.3.b) 3-80

3.4.3 Railways (NFR 1.A.3.c) 3-95

3.4.4 Water Borne Navigation (NFR 1.A.3.d) 3-98

3.5 Small Combustion (NFR 1.A.4) 3-104

3.5.1 Category description 3-104

3.5.2 Methodology 3-105

3.5.3 Activity Data 3-108

3.5.4 Emission Factors 3-117
3.5.5 Category-specific QA/QC and Verification 3-122
3.5.6 Recalculations 3-125
3.5.7 Further Improvements 3-125
3.6 Other (including Military) (NFR 1.A.5) 3-127
3.6.1 Military Aviation (NFR 1.A.5.b) 3-127
3.7 Fugitive Emissions from Solid Fuels (NFR 1.B.1) 3-129
3.7.1 Coal Mining and Handling (NFR 1.B.1.a) 3-129
3.7.2 Solid fuels: Solid fuel transformation (NFR 1.B.1.b) 3-131
3.8 Fugitive Emissions from Oil Production and Refining (NFR 1.B.2.a) 3-133
3.8.1 Category description 3-133
3.8.2 Refining and Storage (NFR 1.B.2.a.iv) 3-135
3.8.3 Distribution of Oil Products (1.B.2.a.v) 3-146
3.9 Fugitive Emissions from Natural Gas (NFR 1.B.2.b.) 3-154
3.9.1 Category description 3-154
3.9.2 Methodology 3-155
3.9.3 Emission Factors 3-156
3.9.4 Activity data 3-156
3.9.5 Recalculations 3-157
3.9.6 Further Improvements 3-157
3.10 Venting and Flaring in Oil Industry (1.B.2.c) 3-158
3.10.1 Category description 3-158
3.10.2 Methodology 3-158
3.10.3 Emission Factors 3-159
3.10.4 Activity data 3-160
3.10.5 Recalculations 3-160
3.10.6 Further Improvements 3-160

List of Figures

Figure 3-1: International navigation and aviation bunkers 3-9
Figure 3-2: International aviation bunkers 3-10
Figure 3-3: International marine bunkers 3-10
Figure 3-4: Implied Emission Factors for NO_x estimated on monitoring by type of Plant 3-17

Figure 3-5: Trends of sulphur content by fuel type 3-19
Figure 3-6: Trends of fuel consumption per fuel type 3-20
Figure 3-7: Trends of fuel consumption in Azores and Madeira Archipelagos 3-21
Figure 3-8: Trends in consumption of fuels in non-public co-generation plants 3-22
Figure 3-9: Comparison of total fuel consumption in large power plants, between values used in the inventory (INERPA) and in the Energy Balance 3-23
Figure 3-10: Comparison of fuel consumption between DGEG energy balance and IEA energy statistics.. 3-24
Figure 3-11: Trends of sulphur content 3-28
Figure 3-12: Fuel consumption 3-28
Figure 3-13: Net Calorific Value (NCV) expressed in MJ/kg by fuel type 3-29
Figure 3-14: Coking coal consumption in the coke plant 3-32
Figure 3-15: Consumption of fuels in co-generation in city gas production 3-33
Figure 3-16: Distribution of Large Point Sources in Portugal mainland 3-38
Figure 3-17: General procedure for emissions estimates 3-39
Figure 3-18: Total Energy Consumption in Manufacturing Industries and Construction 3-42
Figure 3-19: Share of energy consumption by source & Emissions intensity 3-43
Figure 3-20: Share of energy consumption by source emissions intensity 3-44
Figure 3-21: Share of energy consumption by source emissions intensity 3-45
Figure 3-22: Share of energy consumption by source emissions intensity 3-46
Figure 3-23: Share of energy consumption by source emissions intensity 3-47
Figure 3-24: Share of energy consumption by source emissions intensity 3-48
Figure 3-25: Comparison of total LPS consumption in Paper Pulp units with the reported consumption in the EB for the sector “Paper pulp and paper production” 3-50
Figure 3-26: Comparison of total LPS consumption in Petrochemical units with the reported consumption in the EB for the sector “Chemical and Plastics” 3-51
Figure 3-27: Comparison of total LPS consumption in Cement Plant with the reported consumption in the EB for the sector “Cement and Lime” (Due to confidentiality issues y axis values are not shown) 3-52
Figure 3-28: Total paper pulp production: Kraft and sulphide paper pulp 3-53
Figure 3-29: Ceramic Production by type of ceramic 3-54
Figure 3-30: Glass production by glass type (excluding flat glass production) 3-54
Figure 3-31: Decision tree for emissions from aviation (EMEP/EEA, 2019) 3-69
Figure 3-32: Decision tree for LTOCycle emission calculation 3-71
Figure 3-33: Decision tree for distinction between domestic and international emissions 3-78
Figure 3-34: Total Fuel consumption of Aviation Gasoline and Jet Fuel 3-79

Figure 3-35: Road Transportation contribution (%) of main pollutants, particulate matter and CO in total national emissions in 2022 3-81
Figure 3-36: Fuel and lubricant consumption from Road Transportation sector (TJ) 3-85
Figure 3-37: Number of Passenger Cars by fuel type 3-89
Figure 3-38: Kilometers travelled by vehicle type (kvkm) 3-90
Figure 3-39: Particulate Matter emissions from Road transportation (ton). 3-92
Figure 3-40: Heavy Metals emissions from Road transportation (ton). 3-93
Figure 3-41: NOx, CO and MNVOC emissions from Road transportation (ton). 3-94
Figure 3-42: Consumption of diesel oil in the railway transport sector 3-96
Figure 3-43: Generic methodology flowchart 3-98
Figure 3-44: Ship fleet 3-101
Figure 3-45: Split in Thermal Uses for Commercial/Institutional Sector 3-108
Figure 3-46: Split in Thermal Uses for Residential Sector 3-109
Figure 3-47: Split in appliances/technologies for Residential Sector –Wood Burning 3-109
Figure 3-48: Split in Thermal Uses for Agriculture Sector – Diesel 3-110
Figure 3-49: Diesel consumption in 1A4cii- split by engine technology (TJ) 3-111
Figure 3-50: Gasoline consumption in 1A4cii- split by engine technology (TJ) 3-111
Figure 3-51: Fuel consumption by engine type (t) 3-113
Figure 3-52: Energy consumption in Comercial/Institutional sector - by Fuel, Source and Final Use 3-114
Figure 3-53: Energy consumption in Residential sector - by Fuel, Source and Final Use 3-115
Figure 3-54: Energy consumption in Agriculture sector - by Fuel, Source and Final Use 3-116
Figure 3-55: Energy consumption in the Fishing sector - by Fuel, Source and Final Use 3-117
Figure 3-56: Sulphur Content in Liquid Fuels used in Sector 1.A.4 3-120
Figure 3-57 Fuel consumption in National Fishing disagregated by NO_x Tier (t) 3-121
Figure 3-58: NO_x emissions factor for diesel and fuel oil combustion in shipping vessels 3-122
Figure 3-59: Energy consumption comparison between Inventory, National Energy Balance and EUROSTAT data by sector 3-123
Figure 3-60: Energy consumption comparison between National Energy Balance and Inventory data by fuel type 3-125
Figure 3-61: Energy Consumption in Military aviation 3-128
Figure 3-62: Amount of coal extracted from mines in Portugal 3-130
Figure 3-63: Coke production in the coke plant 3-132
Figure 3-64: Total amount of crude in Marine Terminals 3-134
Figure 3-65: Fresh feed in the Fluid Catalytic Cracking Unit 3-137
Figure 3-66: Fresh feed in the Platforming Units 3-139

Figure 3-67: Wastewater treated 3-140
Figure 3-68: Sulphur input in Claus Units (Index related to 1990 value) 3-142
Figure 3-69: Total throughput in Lisbon, Porto and Sines refineries 3-145
Figure 3-70: Products loaded at terminal dispatch stations of refineries and depots 3-147
Figure 3-71: Liquids transports from Refineries and Depots 3-148
Figure 3-72: Throughput in depots 3-151
Figure 3-73: Fuel Sales at Service Stations 3-152
Figure 3-74: Fugitive Emissions from Natural Gas 3-154
Figure 3-75: Natural Gas transported by High, Medium and Low Pressure Networks 3-157
Figure 3-76: Total consumption of flare gas in Portuguese refineries and Low Heating Value 3-160

List of Tables

Table 3-1: Large Point Sources in the sector of Public Electricity and Heat Production 3-12
Table 3-2: Electricity Power Plants in the Azores and Madeira 3-14
Table 3-3: Emission Factors for Large Point Sources using Boilers for fuel combustion 3-17
Table 3-4: Emission Factors por other power plants using Engines, Gas Turbines and Biogas 3-18
Table 3-5: Low Heating Value per fuel type 3-20
Table 3-6: LHV per fuel type 3-21
Table 3-7: LHV per fuel type used for non-public co-generation plants estimates 3-22
Table 3-8: Emission Factors for combustion sources in Petroleum Refining 3-27
Table 3-9: Coke oven emission factors from coke production in the period 1990-2001 3-31
Table 3-10: Emission Factors used for city gas production 3-32
Table 3-11: NCV/LHV per fuel type for city gas production 3-33
Table 3-12: Incorporation rate of biodiesel (% toe/toe) 3-36
Table 3-13: Structure of the Portuguese Energy Balance. Sectoral categories 3-40
Table 3-14: Structure of the Portuguese Energy Balance. Fuel categories 3-40
Table 3-15: Definition of Sectors in accordance with CAE 3-41
Table 3-16: Total Paper Pulp Production (Kraft and sulphide paper pulp) 3-53
Table 3-17: Ceramic Production according to type of ceramic (kt) 3-53
Table 3-18: Glass production by glass type (kt/yr) excluding flat glass production 3-54
Table 3-19: Emission factors for larger plants using Boilers 3-55
Table 3-20: Emission factors for larger plants using Gas Turbines and Stationary Engines 3-56

Table 3-21: Emission factors for smaller operations using Boilers (Anthracite, Coaking Coal, Residual Fuel oil and Solid Biomass) 3-57

Table 3-22: Emission factors for smaller operations using Boilers (Natural Gas, Liquified Petroleum Gas and Other Liquid Fuels) 3-58

Table 3-23: Emission factors for smaller operations using Gas Turbines and Stacionary Engines) 3-59

Table 3-24: Emission factors for Building and Construction 3-60

Table 3-25: Default sulphur content of fuels for combustion equipments in the Manufacturing Industry 3-61

Table 3-26: Emission factors from sinter production and pig iron production in LPS units in iron and steel sector (Integrated iron and steel facility) 3-62

Table 3-27: Emission factors from combustion in LPS units in iron and steel sector 3-62

Table 3-28: Emission factors used in LPS units in the Paper Pulp Industry: Ozone precursors from combustion – Energy Approach – International EF sources 3-63

Table 3-29: Emission factors used in LPS units in the Paper Pulp Industry: Ozone precursors from combustion – Production Approach – International EF sources 3-63

Table 3-30: Emission factors used in LPS units in the Paper Pulp Industry: Ozone precursors from combustion – Production Approach and Energy Approach – Plant specific EF 3-63

Table 3-31: Emission factors used in LPS units in the Paper Pulp Industry: sulphur oxides (SO_x) emissions – Mass Balance – International EF sources 3-64

Table 3-32: Emission factors used in LPS units in the Paper Pulp Industry: sulphur oxides (SO_x) emissions – Production Approach – International EF sources 3-64

Table 3-33: Emission factors used in LPS units in the Paper Pulp Industry: Particulate Matter – Energy Approach – International EF sources 3-64

Table 3-34: Emission factors used in LPS units in the Paper Pulp Industry: Particulate Matter – Production Approach – International EF sources 3-65

Table 3-35: Emission factors used in LPS units in the Paper Pulp Industry: Particulate Matter – Production Approach and Energy Approach – Plant specific EF 3-65

Table 3-36: Emission factors used in LPS units in the Paper Pulp Industry: Particulate Matter – Fraction of PM_{10}, $PM_{2.5}$ and BC – International EF sources 3-65

Table 3-37: Emission factors used in LPS units in the Paper Pulp Industry: Heavy Metals – International EF sources 3-66

Table 3-38: Emission factors used in LPS units in the Paper Pulp Industry: Dioxins/Furans and PAH – International EF sources 3-66

Table 3-39: Emission Factors for ceramic production using the Production Approach: Indirect Ozone Precursor gases and SO_x 3-67

Table 3-40: Emission Factors for ceramic production using the Production Approach: Particulate Matter 3-67

Table 3-41: Emissions factors for most common aircraft movements in national airports 3-73

Table 3-42: Airport based LTO emission factors (kg/movement) 3-74

Table 3-43: Cruise emissions and fuel consumption 3-76

Table 3-44: Heavy Metals fuel dependent emission factors 3-77
Table 3-45: LTO_{Cycle} per airport 3-78
Table 3-46: Main pollutants and particulate matter emissions from road transport (t) 3-80
Table 3-47: Heavy metals emissions from road transport (kg) 3-80
Table 3-48: Persistent organic pollutant emissions from road transport (kg) 3-81
Table 3-49: Monthly average ambient temperatures (°C) and relative air humidity (%) 3-83
Table 3-50: Fuel specifications 3-83
Table 3-51: Sulphur content in petrol and diesel (ppm wt) 3-83
Table 3-52: Heavy metal content in fuel (ppm/wt) 3-84
Table 3-53: Reid Vapour Pressure (kPa) 3-84
Table 3-54: Incorporation rate of Biodiesel in Diesel (%) 3-85
Table 3-55: Incorporation rate of Biopetrol in Petrol (%) 3-85
Table 3-56: COPERT 5 segments 3-86
Table 3-57: Technology classification according to first registry year 3-87
Table 3-58: Vehicle fleet synthesis 3-89
Table 3-59: Assumed mileage percentage driven by driving mode and vehicle type for 2023 3-91
Table 3-60: Assumed vehicle speeds by driving mode and vehicle type. 3-91
Table 3-61: Low Heating Value (LHV) in Railways 3-95
Table 3-62: Emission factors in Railways 3-96
Table 3-63: Low Heating Value (LHV) for navigation 3-99
Table 3-64: Emission factors for navigation 3-99
Table 3-65: Consumption factors 3-100
Table 3-66: Ship docks 3-100
Table 3-67: Total fuel sales (ton) 3-101
Table 3-68: Estimated fuel consumption (ton) 3-101
Table 3-69: Estimated fuel consumption after top-down calibration (ton) 3-102
Table 3-70: Spatial allocation of fuel consumption in mainland territory (ton) 3-102
Table 3-71: Criteria employed in the tugs fuel consumption estimation 3-102
Table 3-72: Ship type classification for tugs fuel consumption estimation 3-102
Table 3-73: Subcategories considered and coverage of estimated pollutants 3-104
Table 3-74: Methodological approaches and main source of emissions for each sub-category 3-105
Table 3-75: Share of Engine Types by Number of Ships, Gross Tonnage and Total Power Instaled – Diesel Engines 3-112
Table 3-76: Emissions factors for Category 1.A.4.a.i – Commercial/Institutional: Stationary 3-118

Table 3-77: Emissions factors for Category 1.A.4.c.i – Agriculture / Forestry / Fishing: Stationary 3-118
Table 3-78: Emissions factors for Category 1.A.4.b.i – Residential: Stationary..... 3-119
Table 3-79: Emissions factors for Category 1.A.4.c.ii – Off-road vehicles and other machinery 3-119
Table 3-80: Emissions factors for Category 1.A.4.c.iii – National Fishing..... 3-120
Table 3-81: Emission factors – Military Aviation 3-127
Table 3-82: Emission Factors for coal extraction and processing 3-130
Table 3-83: Emission Factors for fugitive air emissions from coke production 3-131
Table 3-84: Emission Factors 3-134
Table 3-85: Emission Factors for FCC Units in refineries 3-137
Table 3-86: Emission Factors for Continuous Catalyst Regeneration (Platforming) in Refineries 3-138
Table 3-87: NMVOC emission factor for Oil-Water Separators 3-140
Table 3-88: Type of tanks classes distinguished in TANKS4.0 model and percentage of tanks per tank type in Porto and Sines refineries in 2005 (%) 3-144
Table 3-89: Types of losses from tanks for storage of organic compounds and petroleum products..... 3-145
Table 3-90: NMVOC IEF trend from storage and tank in refineries 3-145
Table 3-91: NMVOC emission factors..... 3-147
Table 3-92: NMVOC emission factor 3-148
Table 3-93: Type of tanks classes distinguished in TANKS4.0 model 3-150
Table 3-94: Types of losses from tanks for storage of organic compounds and petroleum products..... 3-150
Table 3-95: NMVOC IEF trend from storage and tank in depots..... 3-150
Table 3-96: Filling Underground Tank (Stage I) NMVOC Emission Factors 3-152
Table 3-97: Vehicle Refuelling Operations (Stage II) NMVOC Emission Factors 3-152
Table 3-98: Ajustment Factor for Natural Gas Leaks..... 3-156
Table 3-99: Characteristics of natural gas 3-156
Table 3-100: Emission Factors for flaring in refineries 3-159

3 Energy (NFR Sector 1)

Mónica Borges

Rita Silva

Updated: March 2025

3.1 International Bunkers Fuels

International bunkers fuels used in international aviation and international navigation are presented in the figure below.

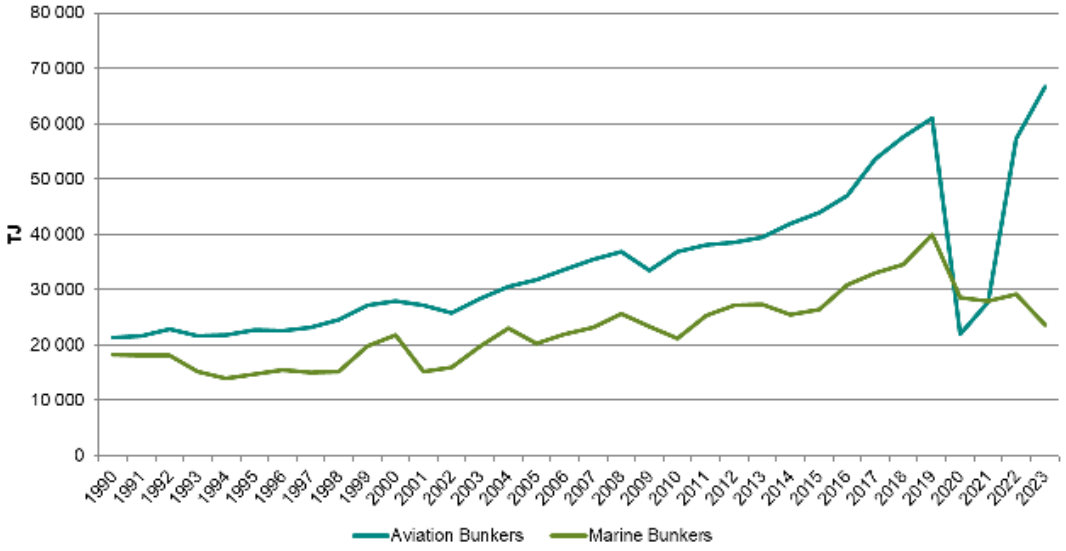


Figure 3-1: International navigation and aviation bunkers

3.1.1 International aviation bunkers

The majority of jet fuel is used for international aviation. In 2023 the quantity of jet fuel for international aviation was about 90% of total jet fuel. This percentage was estimated according with the origin and destiny of the flight as recommended by 2006 IPCC guidelines.

Until 2006, the classification for international fuel used by the national fuel authority (DGEG) was different from the one used in national inventory. DGEG split was based in the flag of the aircraft rather than in the origin and destiny of the flight. Some efforts were made in the fuel balance to use the IPCC criteria and since 2007 the difference between the reference approach (RA) and the sectoral approach (SA) has decreased as presented in the figure below.

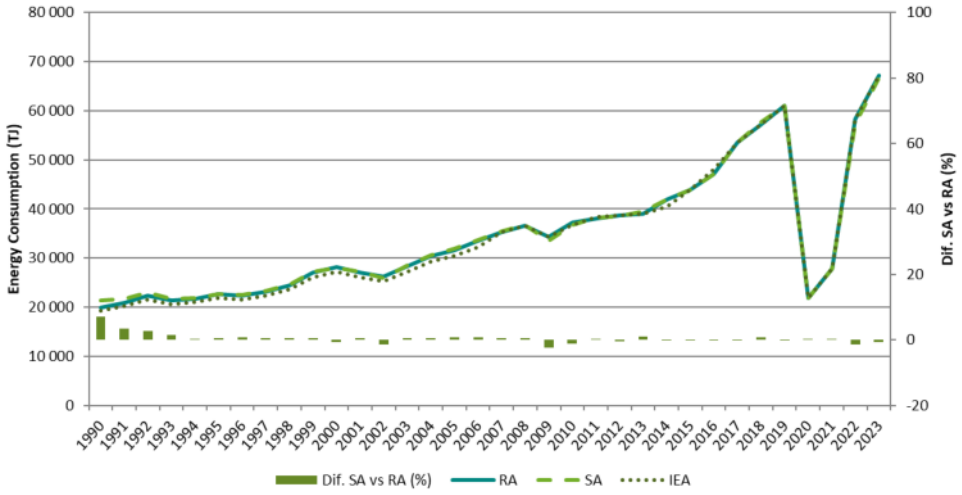


Figure 3-2: International aviation bunkers

3.1.2 International marine bunkers

In 2023 the energy consumption for international navigation was about 86% of the total energy used in marine navigation. This percentage was estimated according with the origin and destiny of the movement as recommended by 2006 IPCC Guidelines.

Until 2012, the international fuel classification used by the national fuel authority (DGEG) was different from the one used in national inventory. DGEG split was based in the flag of the ship rather than in the origin and destiny of the movement. As consequence the international consumption from the reference approach (RA) differs from the consumption estimated using the sectoral approach (SA) until this date. Some efforts were made in the fuel balance to use the IPCC criteria and since 2013 the difference between the reference approach (RA) and the sectoral approach (SA) has decreased.

The international navigation energy consumption data from the IEA differ to some extent from the DGEG fuel balance. The data from IEA includes consumption from domestic navigation and this occurs because domestic consumption is missed classified as international bunkers when reported to the IEA.

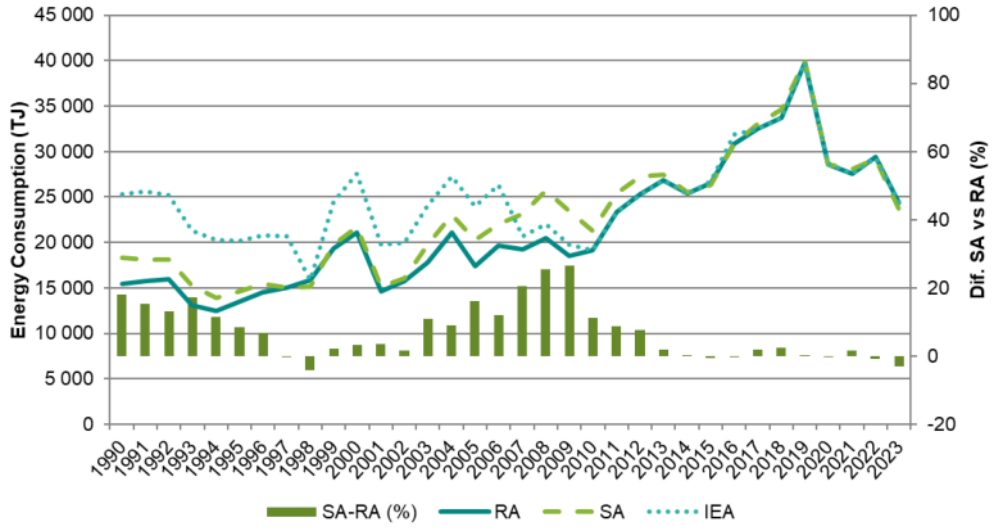


Figure 3-3: International marine bunkers

3.2 Energy Industries (NFR 1.A.1)

3.2.1 Public Electricity and Heat Production (NFR 1.A.1.a)

3.2.1.1 Category description

Until 1950 electric energy production in Portugal was based in small power plant units using coal as energy source. In the nineteen fifties increase in the demand for industry consumers cause the development of hydro-electric production units and the built of *Tapada do Outeiro* power plant using low energy coal (lignite) obtained from Portuguese mines. The next decade saw the entrance of petroleum products as the main energy sources, and three additional power plants were built: *Carregado*, *Barreiro* and *Setúbal*. After the energy crisis of 1973/74 and 1979/81 there was a political shift towards the preference for imported coal (*Sines* and *Pêgo* power plants, started in 1985 and 1993 respectively) and, more recently, towards natural gas (*Turbogás* power plant already in operation and the new TER[1] unit, build near the old unit in *Carregado entered its final testing period at the end of 2003*). In the islands of Azores and Madeira, the discontinuity in territory caused the prevalence of smaller units, basically one per island, working on fuel-oil or diesel-oil. Since the deactivation of the Sines Power Plant in 2021, hard coal consumption has ceased in Portugal. Furthermore, natural gas consumption significantly decreased, which was offset by an increase in electricity imports and a rise in domestic renewable electricity production in 2023.

Apart from the dedicated electric power plants, auto-producers generate electric energy for own consumption and to sales to the public system. However, not all combustion from these sources is included here because, according to the Revised 2006 IPCC Guidelines, emissions from auto-producers are to be reported under the industrial or commercial branch in which their main economic activity occurs. The present source sector includes only emissions resulting from main power producers[2].

Several components of the electricity and heat producing sector where arbitrarily individualized in the inventory of air emissions from the energy sector for the sake of making explanation easier and they are discussed separately in the following paragraphs.

3.2.1.1.1 Large Point Source Energy Plants in Mainland Portugal

The number of Large Point Source Energy Plants (LPS-EP) in continental Portugal has increased from 6 units in 1990 to 16 units at present. Power plants and installed power are listed in Table 3-1 together with their main relevant characteristics.

[1] TER – Termoeléctrica do Carregado

[2] Main Power Producers generate and sell electricity or heat as their main activity (primary activity) either public owned or private owned. In contrast there are other Auto-producer of electricity or heat, that also are agents producing or selling electricity or heat, but as a secondary activity and not as main business.

Table 3-1: Large Point Sources in the sector of Public Electricity and Heat Production

Power Plant	Location	Start	Situation	Fuel***	Power	Technology	Treatment of Gas Effluents****	Stack Height (m)	Comments
Tapada do Outeiro	Gondomar	1959	Deactivated (2003)	LIG + FO	150/100/47* MWe	Boiler + Steam Turbine.	ESP	60 (x3)	Lignite use stopped in 1997
Portgen (new Tapada do Outeiro)	Gondomar	1998	Working	NG + GO + LPG	990 (3x330) MWe	Combined Cycle.	DLE (only for one group)	60 (x3)	-
Soporgen	Lavos	2001	Working	NG	67 (44+23) MWe	Co-generation. Combined Cycle	DLE	50 (x2)	-
Energin	Alhandra	2002	Deactivated (2014)	NG	43.7 MWe	Co-generation. Combined Cycle	-	31 (x1)	-
Mortágua	Mortágua	1999	Working	WW + NG + GO	30 MWe	Boiler + Steam Turbine.	ESP	-	-
Pêgo	Abrantes	1993	Working	NG + FO + GO + WW	1632 MWe	Boiler + Steam Turbine.	ESP + LNOX + WFGD + SCR	225 (x1)	WFGD after 2008 SCR after 2008
Pêgo (Elecgás)	Abrantes	2010	Working	NG + GO	800 MWe	Combined Cycle	DLE	80 (x2)	
Carregado	Alenquer	1968	Deactivated (2011)	FO + NG + GO + LPG	750 (6x125) MWe	Boiler + Steam Turbine.	ESP	100 (x3)	Natural gas introduced in 1997
TER	Alenquer	2004	Working	NG + GO	1170 MWe	Combined Cycle.	-	75 (x3)	-
Carriço	Sines	2006	Working	NG + GO	487 MWe	Co-generation.	-	30 (x1)	-
Alto do Mira	Amadora	1975	Deactivated (2003)	GO	132 MWe	Gas Turbine.	-	13.5 (x1)	-
Barreiro	Barreiro	1978	Deactivated (2010)	FO + LPG	65 (32+33) MWe	Co-generation.	-	104 (x1)	-
Fisigen	Barreiro	2009	Working	NG	121 MWt	Co-generation.	-	-	-
Setúbal	Setúbal	1979	Deactivated (2013)	FO + GO + LPG	1000 (4x250) MWe	Boiler + Steam Turbine.	ESP	201 (x2)	-
Sines	Sines	1985	Deactivated (2021)	HC + FO	1256 (4X314) MWe	Boiler + Steam Turbine.	ESP + LNOX + WFGD + SCR	225 (x2)	WFGD after 2008 SCR after 2011
Tunes	Silves	1973	Deactivated (2013)	GO	199.2 (2x16.3 + 2x83.3) MWe	Gas turbine.	-	13.5	Groups 1 and 2 deactivated in 2007.
Lares	Figueira da Foz	2009	Working	NG + GO	1428 MWt	Combined Cycle.	-	-	-
Constância	Constância	2009	Working	WW + FO + LPG	39.2 MWt	Boiler + Steam Turbine.	-	-	-
Figueira da Foz	Figueira da Foz	2009	Working	WW + NG	31.2 MWt	Boiler + Steam Turbine.	DLE + ESP	80	-
Cacia	Cacia	2009	Working	WW + NG + GO	49.75 MWt	Boiler + Steam Turbine.	-	-	-
CB Setúbal	Setúbal	2009	Working	WW + NG + GO	49.75 MWt	Boiler + Steam Turbine.	-	-	-
Rodão	Vila Velha do Rodão	2008	Working	WW + FO + LPG + GO	39.1 MWt	Boiler + Steam Turbine.	-	-	-
Artelia	Sines	2011	Working	NG + BG	269.7 (135.9 + 33.8 + 100) MWt	Combined Cycle.	LNOX	45	-

* 250 MW in 2 groups using fuel oil and natural gas.
** The smaller power value refers to situation after 2 of the 3 initial groups where closed. The intermediate value refers to the situation when 2 groups where operating.
*** HC - hard-coal; LIG - Lignite; FO - fuel-oil; GO - Diesel oil; NG - Natural Gas; WW – Wood Waste; BG - Biogas ; LPG – Liquid Petroleum Gas
**** WFGD – Wet Flue Gas Desulfurization; DLE – Dry Low Emissions; ESP – Electrostatic Precipitators; LNOx – Low Nox Burners; SCR - Selective Catalytic Reduction

There are two small gas turbine power plants included in the public service: one near Lisbon to sustain peak power demands and another in Tunes, in the southern province of Algarve, which is used to support the increase of demand during touristy seasonal peak demands. The unit near Lisbon (Alto do Mira) has interrupted its activity in 2003.

There has also been a change in the production structure along the 1990-2005 period, with a reduction in the importance of the use of petroleum products (fuel-oil) and an increase in the use of imported coal - in first place - and then natural gas. The only other energy source used in these units was Orimolsion, that was used as fuel in *Setúbal* power plant but only in 1994 and its use had no continuation.

- In 1990 three units (*Carregado*, *Setúbal* and *Barreiro*) were using fuel-oil, one unit (*Sines*) was consuming imported hard coal and another unit (*Tapada do Outeiro*) was using lignite coal and fuel-oil;

- A new build coal unit (*Pêgo*) using hard coal, started producing electricity in 1993 and doubled its production capacity in 1995. The use of hard coal ceased in 2021, being replaced by biomass;

- The old unit in northern Portugal (*Tapada do Outeiro*) that was burning low heating value lignite coal, partly mined in Portugal, stopped using this fuel in 1997 but was kept producing electricity with a small consumption of fuel-oil since;

- Between 1995 and 1997 *Carregado* power plant shifted part of its production groups from residual fuel-oil to natural gas;

- A new unit (*Portgen*) consuming natural gas was build in northern Portugal near the old unit of *Tapada do Outeiro* and started producing in 1998;

- A new unit (*TER*) also using natural gas was installed, and started activity in the end of 2003, near the old unit of *Carregado*;

- The *Mortágua* unit in central Portugal initiated production in 1999 using a combination of natural gas and wood wastes;

- Soporgen and Energin, in central Portugal and Carriço (in the south) start production (Soporgen in 2001, Energin in 2002 and Carriço in 2006) using natural gas. They exist in close connection, respectively, with an industrial paper pulp plant, a chemical industry plant and a crude oil refinery;

- In 2009 a new power plant was built in Lavradio – Fisigen. This new plant replaced the Barreiro plant in 2010. Also in 2009 a new power plant was built in Figueira da Foz – Lares, which burn NG as fuel;

- In later years (2008 and 2009) new small power plants were built that burn wood waste;

- In 2010 a new combined cycle plant was inaugurated in Abrantes;

- Artelia new combined cycle plant began its operation in 2011.

3.2.1.1.2 Desulphurization in Large Point Source Energy Plants in Mainland Portugal

Even though this source produces CO_2 emissions it also implies a SO_2 emission reduction. Because of this the inclusion of a chapter describing the methodology used for determining emission from desulphurization was considered relevant in this report.

From the information gathered, only two plants in Portugal have implemented this type of abatement system: Pêgo and Sines. Both plants originally used hard coal and fuel oil in their combustion processes. The abatement equipment had been in operation since 2008 at both facilities. However, Sines power plant ceased operations in 2021, while Pêgo plant replaced hard coal with biomass.

In a wet flue gas desulphurization, the SO_2 emissions are absorbed by lime, forming CO_2 and plaster (gypsum + H_20) as by-products:

$$SO_2 + H_2O \rightarrow H_2SO_3$$
$$CaCO_3 + H_2SO_3 \rightarrow CaSO_3 + CO_2 + H_2O$$
$$CaSO_3 + 1/2O_2 + 2H_2O \rightarrow CaSO_4.2H_2O$$

These equations show that the wet flue gas desulphurization reduces the SO_2 emissions but increment the CO_2 emissions.

Since there is no NRF category specific for desulphurization, total reduction in SO_2 emissions were included together with combustion emissions.

3.2.1.1.3 Energy Plants in Azores and Madeira Autonomous Regions

Electricity production in the autonomous regions of Madeira and Azores islands depends mostly on small and medium scale power plants using imported residual fuel oil and/or diesel oil, Table 3-2.

Table 3-2: Electricity Power Plants in the Azores and Madeira

Power Station	Location	Fuel*	Power
Porto Santo	Porto Santo	FO + GO	51.9 MWt
Vitória	Funchal	FO + GO + NG	326.4 MWt
Caniçal	Caniçal	FO + GO + LPG	144 MWt
Santa Bárbara	Faial	FO + GO	41.16 MWt
Belo Jardim	Terceira	FO + GO	158.8 MWt
Caldeirão	São Miguel	FO + GO	254.84 MWt
Pico	Pico	FO + GO	26.28 MWt
Graciosa	Graciosa	GO	4.26 MWe
São Jorge	São Jorge	GO	7.03 MWe
Flores	Flores	GO	2.31 MWe
Corvo	Corvo	GO	0.56 MWe
Santa Maria	Santa Maria	GO	5.68 MWe

* HC - hard-coal; LIG - Lignite; FO - fuel-oil; GO - Diesel oil; NG - Natural Gas; WW – Wood Waste

3.2.1.1.4 Non public co-generation Energy Producers

Apart from *Barreiro, Soporgen*, *Energin, Fisigen* and Carriço power plant units, already discussed as Large Point Sources, production of electricity by co-generation process in smaller private owned units started after 1993. Some of these units, although working in close association with other industrial activities, are independent companies, in legal terms, which the main activity is defined as electric and heat production.

Consequently, they were included in this source sector and not in industry sector as emissions from other co-generation units are.

3.2.1.2 Methodology

3.2.1.2.1 Thermo-electricity Power Plants

Emissions of sulphur oxides were estimated using the following mass balance equation:

$$SO_{x\,(u,f,y)} = 2 * Fuel_{Cons(u,f,y)} * CF_{(f)} * S_{(u,f,y)} * 10^{-2} * (1 - AshRet_{(u,f)} * 10^{-2})$$

Where:

$SO_{x\,(u,f,y)}$ - Sulphur oxide emission estimated from consumption of fuel f in power plant u in year y (t);

$Fuel_{Cons(u,f,y)}$ - Consumption of fuel f in power plant u in year y (any unit in agreement with CF);

$S_{(u,f,y)}$ - Sulphur content of fuel f, specific of each power plant and year (% mass);

$CF_{(f)}$ - Factor to convert FuelCons from original units into metric t. Equals 1 except to natural gas where it refers to density (t/original unit);

$AshRet_{(u,f)}$ - Sulphur retention in ash (% mass).

For the remaining pollutants, emission estimates were based on the application of emission factors, either to energy consumption (GJ/yr) or to fuel consumption expressed in mass (t/yr).

In the first case, when activity data is expressed in energy units, the following equation is used:

$$Emission_{(u,f,y,p)} = Energy_{Cons(u,f,y)} * EF_{(u,f,y,p)} * 10^{-6}$$

Where:

$Emission_{(u,f,y,p)}$ - Emission of pollutant p estimated from consumption of fuel f in power plant u in year y (t);

$Energy_{Cons(u,f,y)}$ - Consumption of energy (Low Heating Value/ Net Calorific Value) from fuel f in power plant u in year y (GJ);

$EF_{(u,f,y,p)}$ - Emission factor pollutant p, for fuel f consumed in power plant u in year y (g/GJ).

Presently for most pollutants, EF is independent of year and power plant. The only exception is NO_x where there are for some units some information concerning annual variations of the emission factors.

For emissions of Heavy Metals the following equation was used instead:

$$HM_{p(u,f,y)} = Fuel_{Cons(u,f,y)} * EF_{HM\,(u,f,y,p)} * 10^{-6} * (1 - AshRet_{(u,f,p)} * 10^{-2})$$

Where:

$HM_{p\,(u,f,y)}$ - Heavy Metal p emission estimated from consumption of fuel f in power plant u in year y (t);

$Fuel_{Cons(u,f,y)}$ - Consumption of fuel f in power plant u in year y (t);

$EF_{HM\,(u,f,y,p)}$ - Emission Factor for heavy metal p from fuel f in power plant u and in year y (g/t);

$AshRet_{(u,f,p)}$ - Retention of Heavy Metal p in ash from fuel f under burning conditions in power plant u (% mass).

3.2.1.2.2 Desulphurization in Large Point Source Energy Plants in Mainland Portugal

In the desulphurization processes it's important to determine the emission of CO_2 and the reduction of SO_2. For both determinations the lime consumption was used as activity data:

$$CO_2\ Emission_{(u,y)} = CaCO_{3Cons(u,y)} * CO_2Ratio * 10^{-3}$$

$$SO_2\ Removal_{(u,y)} = CaCO_{3Cons(u,y)} * SO_2Ratio * 10^{-3}$$

Where:

$CO_2\ Emission_{(u,y)}$ – Emission of CO_2 estimated from $CaCO_3$ consumption in power plant u in year y(t);

$SO_2\ Removal_{(u,y)}$ – Quantity of SO_2 not emitted estimated from $CaCO_3$ consumption in power plant u in year y(t);

$CaCO_{3Cons(u,y)}$ – Consumption of $CaCO_3$ in power plant u in year y(t);

CO_2Ratio –Ratio between CO_2 emitted and $CaCO_3$ consumption;

SO_2Ratio – Ratio between the SO_2 removed and $CaCO_3$ consumption;

Since both these energy plants are included in the EU-ETS the CO_2 ratio reported under this scheme was used in the inventory – 0.44 t CO_2/t Ca. Monitoring data from the two plant was used for determining the SO_2 ratio: estimation based in $CaCO_3$ consumption and the difference between the expected SO_2 emissions without abatement system (based in the fuel sulphur content) and what was actually emitted. Because of this the SO_2 ratio is plant specific and varies over time.

Since the methodology for determining combustion SO_2 does not consider the use of abatement systems, the quantity of SO_2 removed in the desulphurization equipment will be subtracted to the total SO_2 emissions.

3.2.1.3 Emission Factors

3.2.1.3.1 Large Point Source Energy Plants

Emission factors presented in next table are only function of fuel type and they were established from available emission factors from international bibliography, while trying as much as possible to choose those that best match national circumstances:

- IPCC Guidelines (IPCC,2006; IPCC, 2019);
- EMEP/EEA air pollutant emission inventory guidebook 2023 (EEA, 2023)

Emissions of Nitrogen Oxides (NO_x) and Particulate Material (PM) are related to both fuel type and burning conditions (burning device and control equipment) and are therefore specific of each power plant and change over years. The range of emission factors for each fuel type is also presented in the figure and Table below. For most units (*Sines*, *Pêgo*, Carregado, Barreiro, Setúbal, *Turbogas and TER*) emission factors reflect actual monitoring data under *Autocontrolo* program.

Table 3-3: Emission Factors for Large Point Sources using Boilers for fuel combustion

Pollutant	Unit	LARGE POINT SOURCES				
		BOILERS				
		Brown Coal Lignite [a]	Sub-Bituminous Coal [b]	Natural Gas [c]	Residual Fueloil [d]	Solid Biomass [e]
NO_x	g/GJ	247	69 - 477	26 - 71	294 - 409	80 - 108
NMVOC	g/GJ	1.4	1.0	2.6	2.3	7.31
NH_3	g/GJ	NE	NE	NE	NE	NE
TSP	g/GJ	11.7	1.0 – 27.6	0.89	35.4	172
PM_{10}	% of TSP	67.5	67.5	100	71.2	90.1
$PM_{2.5}$	% of TSP	27.4	29.8	100	54.5	77.3
BC	% of $PM_{2.5}$	NE	2.2	NE	5.6	3.3
CO	g/GJ	8.7	8.7	39.3	15.1	90.0
Pb	mg/GJ	15.0	7.3	0.0015	4.56	20.6
Cd	mg/GJ	1.8	0.9	0.00025	1.2	1.76
Hg	mg/GJ	2.9	1.4	0.05	0.341	1.51
As	mg/GJ	14.3	7.1	0.12	3.98	9.46
Cr	mg/GJ	9.1	4.5	0.00076	2.55	9.03
Cu	mg/GJ	1.0	7.8	0.000076	5.31	21.1
Ni	mg/GJ	9.7	4.9	0.00051	255	14.2
Se	mg/GJ	45.0	23.0	0.0112	2.06	1.2
Zn	mg/GJ	8.8	19.0	0.0015	87.8	181
PCDD/PCDF	ng I-TEQ/GJ	10.0	10.0	NA	2.5	50
Benzo(a) pyrene	µg/GJ	1.3	0.74	NA	NE	1120
Benzo(b) fluoranthene	µg/GJ	37.0	37.0	NA	4.5	43.0
Benzo(k) fluoranthene	µg/GJ	29.0	29.0	NA	4.5	15.5
Indeno (1,2,3-cd) pyrene	µg/GJ	2.1	1.1	NA	6.92	37.4
HCB	µg/GJ	6.7	6.7	NA	NE	3.5
PCB	µg/GJ	3.3	3.3	NA	NE	5.0

(a) Brown Coal & Lignite – Tables 3-12 and 3-3 of 1.A.1 Chapter of Guidebook EMEP EEA 2023
(b) Sub-Bituminous Coal – Tables 3-11 and 3-2 of 1.A.1 Chapter of Guidebook EMEP EEA 2023
(c) Natural Gas – Tables 3-14 and 3-4 of 1.A.1 Chapter of Guidebook EMEP EEA 2023
(d) Residual Fueloil – Tables 3-13 and 3-6 of 1.A.1 Chapter of Guidebook EMEP EEA 2023
(e) Solid Biomass – Table 3-15 of 1.A.1 Chapter of Guidebook EMEP EEA 2023

The figure below represents the variation in the implicit emission factor for the combustion of different fuels throughout the time series.

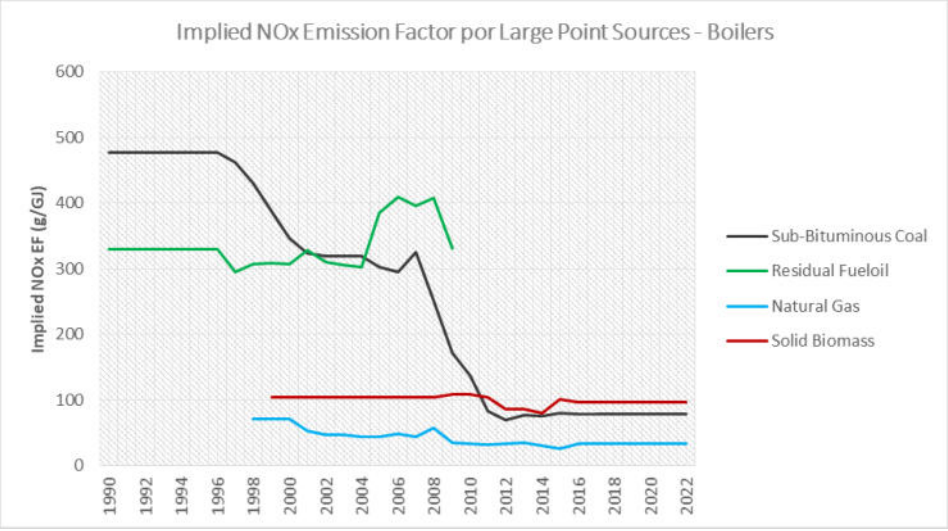


Figure 3-4: Implied Emission Factors for NO_x estimated on monitoring by type of Plant

3.2.1.3.2 Other Thermo-electricity Power Plants

The other smaller - non LPS - power plants are seldom subjected to the continuous *Autocontrolo* program, and the scarce available information does not allow the establishment of plant specific emission factors. Therefore, emission factors reflect an expert best guess from the available bibliography, which again is available from:

- IPCC Guidelines (IPCC,2006; IPCC, 2019);
- EMEP/EEA air pollutant emission inventory guidebook 2023 (EEA, 2023)

The emission factors that were used in the inventory are shown in the next Table, represent the public power plants belonging to the public system in Azores and Madeira, and the non-public co-generation self producers[3].

Table 3-4: Emission Factors por other power plants using Engines, Gas Turbines and Biogas

Pollutant	Unit	OTHER POWER PLANTS			
		STATIONARY ENGINES		GAS TURBINES	-
		Residual Fueloil [a]	Gas Oil [b]	Gas Oil [c]	Biogas [d]
NO_x	g/GJ	142 - 1790	942	398	198
NMVOC	g/GJ	2.3	37.1	0.19	10.0
NH_3	g/GJ	NE	NE	NE	0.23
TSP	g/GJ	35.4	28.1	1.95	NE
PM_{10}	% of TSP	71.2	79.7	100	NE
$PM_{2.5}$	% of TSP	54.5	77.2	100	NE
BC	% of $PM_{2.5}$	5.6	78.0	33.5	NE
CO	g/GJ	15.1	130	1.49	156
Pb	mg/GJ	4.56	4.07	0.0069	0.005
Cd	mg/GJ	1.2	1.36	0.0012	0.002
Hg	mg/GJ	0.341	1.36	0.053	0.12
As	mg/GJ	3.98	1.81	0.0023	0.042
Cr	mg/GJ	2.55	1.36	0.28	0.18
Cu	mg/GJ	5.31	2.72	0.17	0.31
Ni	mg/GJ	255	1.36	0.0023	0.23
Se	mg/GJ	2.06	6.79	0.0023	0.21
Zn	mg/GJ	87.8	1.81	0.44	4.0
PCDD/PCDF	ng I-TEQ/GJ	2.5	0.5	0.5	0.96
Benzo(a) pyrene	µg/GJ	NE	116	NE	NE
Benzo(b) fluoranthene	µg/GJ	4.5	502	NE	NE
Benzo(k) fluoranthene	µg/GJ	4.5	98.7	NE	NE
Indeno (1,2,3-cd) pyrene	µg/GJ	6.92	187	6.92	NE
HCB	µg/GJ	NE	0.22	NE	NE
PCB	µg/GJ	NE	130	NE	NE

(a) Residual Fueloil (stationary engines) – Table 3-6 of 1.A.1 Chapter of Guidebook EMEP EEA 2023
(b) Gas Oil (stationary engines) – Tables 3-21 and 3-7 of 1.A.1 Chapter of Guidebook EMEP EEA 2023
(c) Gas Oil (Gas turbines) – Tables 3-20 and 3-7 of 1.A.1 Chapter of Guidebook EMEP EEA 2023
(d) Biogas – Table 3-9 of 1.A.1 Chapter of Guidebook EMEP EEA 2023

[3] Power producers as main activity only.

3.2.1.3.3 Sulphur content

Average sulphur content for each fuel type has evolved along the 1990-2017 time series as shown in the figure below for the most important fuel types and power plants.

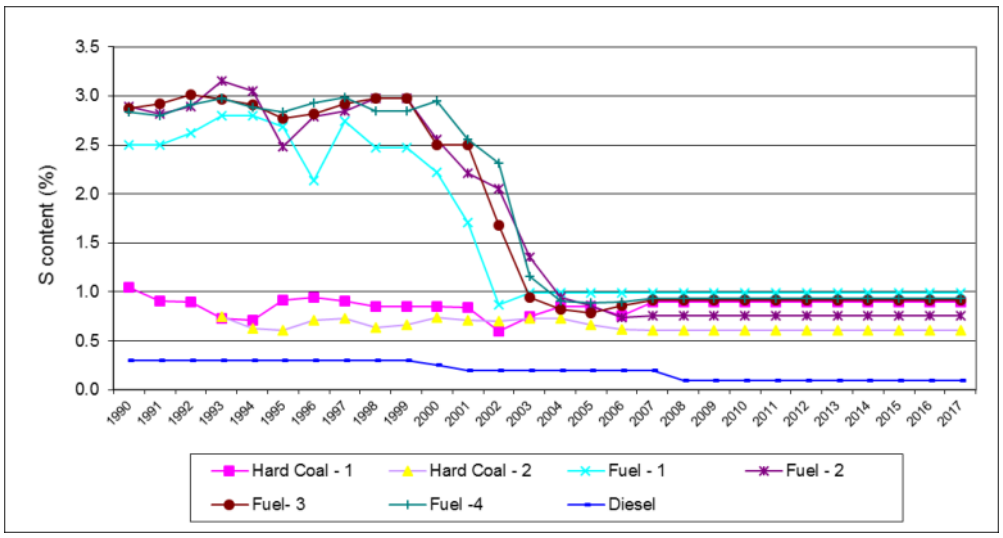


Figure 3-5: Trends of sulphur content by fuel type[4]

3.2.1.4 Activity Data

Activity data has different origins according to specific energy plants.

3.2.1.4.1 Large Point Source Energy Plants

Data on fuel consumption, by fuel type, for LPS are available from these sources:

- Large Combustion Plants (LCP) directive - which relies in direct information reported from the individual plant producer to the Environment Ministry;
- Self-control program (*Programa Autocontrolo*)[5];
- Plant activity reports from EDP;
- EU-ETS – European Union Emission Trading System.

For the latest years (mainly 2009 onwards) the EU-ETS completely replaced the other sources of information. Although different information sources have been used the consistency in time series is guaranteed considering that the same original source (power plant companies) is ultimately used.

[4] Power plants are denominated by number and not by name due to confidentiality constrains
[5] The *Auto-controlo* program is a legal obligation for major emitters.

Generally, power plant units report information about consumption in t or cubic meters of gas together with the Low Heating Value[6] for that specific year from where consumption of fuels in energy units are calculated from:

Energy (GJ) = Consumption (t/year) * LHV (MJ/kg)

or

Energy (GJ) = Consumption (Nm3/year) * LHV (MJ/Nm3)

When LHV/NCV was not available, it was estimated from interpolation or extrapolation from the remaining available time series. The average value and range of the reported LHV per fuel type is presented in next table.

Table 3-5: Low Heating Value per fuel type

Fuel	LHV/NCV	
Lignite	16.42 (15.57 - 17.02)	MJ/kg
Hard Coal	25.62 (24.45 - 27.23)	MJ/kg
Fuel-oil	40.24 (39.42 - 41.61)	MJ/kg
Orimulsion	28.00	MJ/kg
Diesel oil	43.30	MJ/kg
Natural Gas	38.16 (36.02 - 39.16)	MJ/kNm^3
LPG	47.44 (47.28 - 48.55)	MJ/kg
Biomass	7.8	MJ/kg

Source: The same as for the fuel consumption (including in some cases plants specific information).

Total consumption per fuel type in comparable energy units (PJ) may be verified in the figure below.

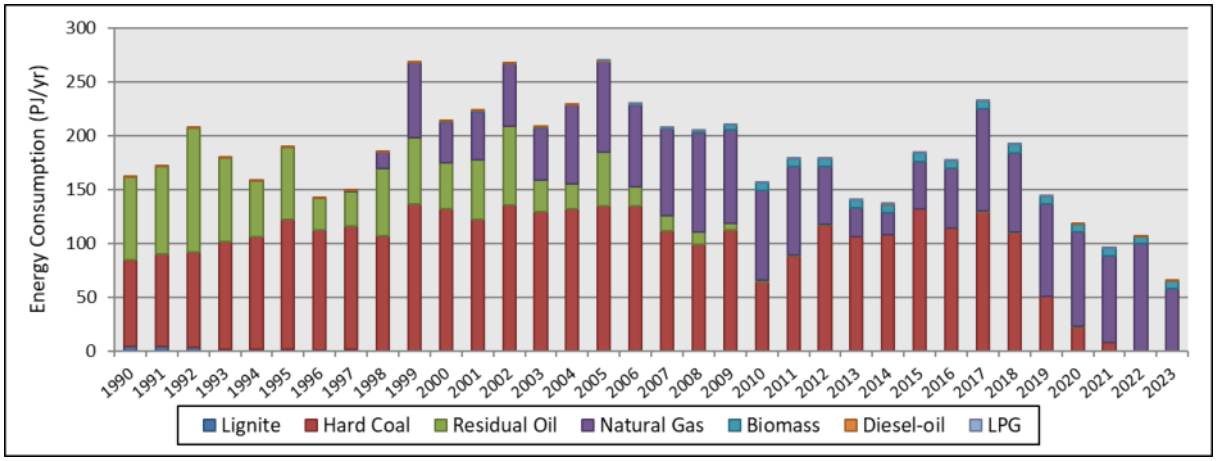


Figure 3-6: Trends of fuel consumption per fuel type

Not visible in the graph is the increase in biomass consumption (wood waste) from 1999 to 2023 (mostly in the last 5 years). The consumption of diesel-oil presents no clear trend since 1990 even though we can identify a slight decrease in the later years of the time series. LPG represents only a small franction of total fuel consumption in this sector (less than 0.001 %). The relevancy of residual oil has been decreasing since 2005, representing only a fraction of total consumption in 2012 due to Barreiro power plant deactivation. In

[6] Low Heating Value (LHV) or Net Calorific Values (NCV) measure the quantity of heat liberated by the complete combustion of a unit volume or mass of a fuel, assuming that the water resulting from combustion remains as a vapour and the heat of the vapour is not recovered (GPG). In contrast, Gross Calorific Value (GCV) or Gross Heating Value (GHV) are estimated assuming that this water vapour is completely condensed and the heat is recovered (GPG). The default in IPCC Guidelines is to use the NCV.

2015 there is an increase in the consumption of Coal and Natural Gas, largely due to a dry year, reducing in this way the potential producer of hydro power plants. However, since the deactivation of the Sines Power Plant in 2021, hard coal consumption has ceased. Furthermore, natural gas consumption significantly decreased by 42%, which was offset by an 11% increase in electricity imports and a 30% rise in domestic renewable electricity production in 2023 compared to the previous year.

3.2.1.4.2 Desulphurization in Large Point Source Energy Plants n Mainland Portugal

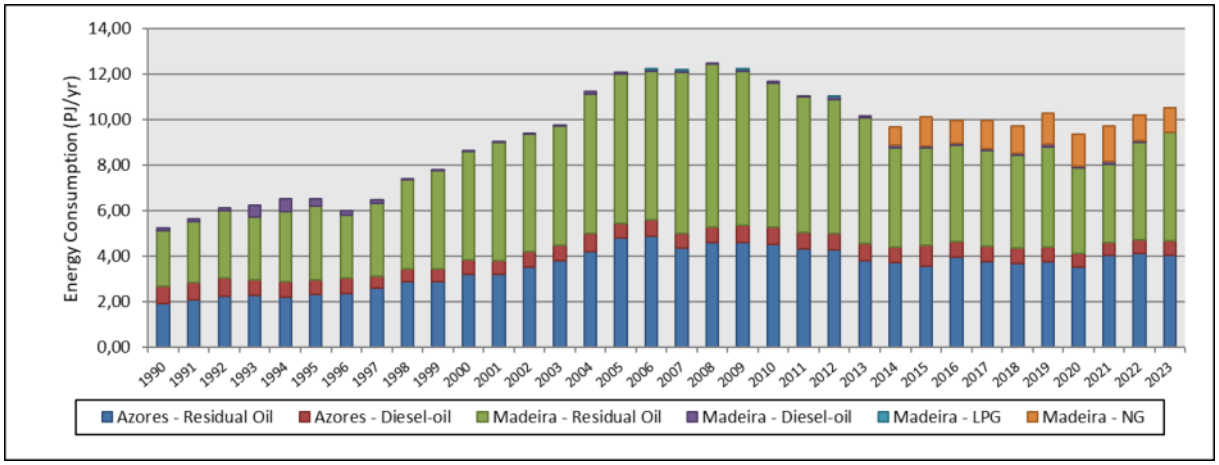
Values for the total lime consumed for desulphurization in each plant were obtained in the EU-ETS. For confidential reason, there are only two plants in Portugal that use this kind of abatement system, the $CaCO_3$ consumption cannot by reported.

3.2.1.4.3 Energy Plants in Azores and Madeira Autonomous Regions

The quantity of residual fuel-oil, diesel oil and GPL used in Madeira and Azores in electricity production is available from the following two sources:

- Madeira and Azores Regional Environmental entities;
- EU-ETS.

Full fuel consumption time series can be observed in the figure below:



Note: Consumption of diesel oil and LPG in Madeira represent a very small quantity and is barely visible in the figure.

Figure 3-7: Trends of fuel consumption in Azores and Madeira Archipelagos

Consumption of fuels expressed in energy units was estimated from the above consumption figures assuming Low Heating Value (LHV/NCV) values presented in the following table.

Table 3-6: LHV per fuel type

Region	Fuel type	LHV/NCV (MJ/kg)
Azores	Residual fuel oil	40.17
	Diesel oil	43.30
Madeira	Residual fuel oil	40.17
	Diesel oil	43.30
	LPG	47.28
	Natural Gas	37.9 – 38.0

3.2.1.4.4 Non-public co-generation Energy Producers

Consumption of fuels in the auto-producers co-generation units (classified as energy producers) are reported in toe units in the Energy Balance (DGEG). These values can be observed in the figure below.

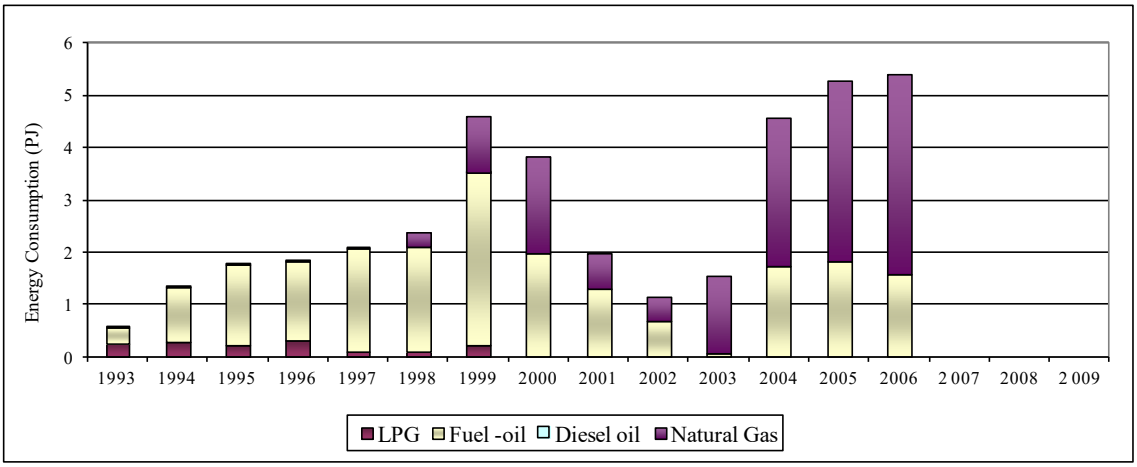


Figure 3-8: Trends in consumption of fuels in non-public co-generation plants

The growing tendency to create different companies to manage the energy production aspect of industrial co-generation plants led to the necessity, by DGEG, to shift these units from the energy-production co-generation category back to their industrial co-generation category in the Energy Balance. As a result of this shift, from 2007 onwards the energy-production co-generation category in the Energy Balance considers only two units already included, because of their size, in the LPS estimations. Because of this and to avoid double-counting fuel consumption from 2007 onwards was made 0. Since DGEG transferred fuel consumption to the industrial co-generation category, which is used for estimating combustion emissions in the industrial sector (CRF 1A2), the emission inventory maintains its completeness.

Assumed values for LHV per fuel type are presented in next table.

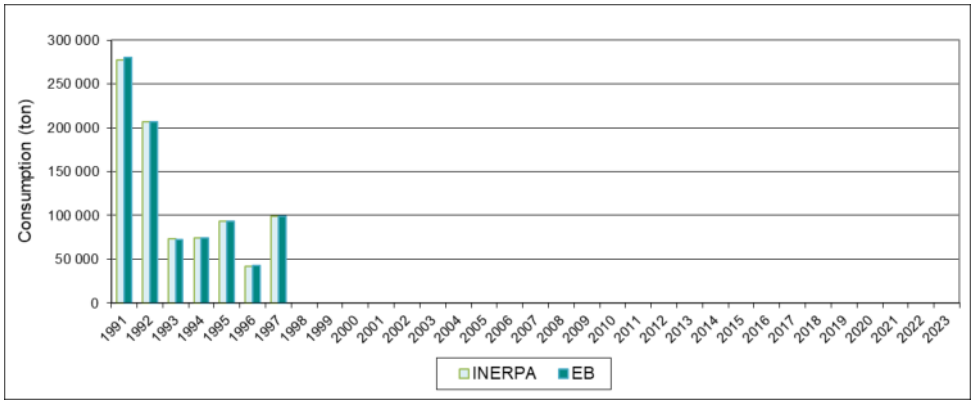
Table 3-7: LHV per fuel type used for non-public co-generation plants estimates

Fuel	LHV (MJkg)
LPG	49.76
Fuel -oil	40.00
Diesel oil	42.60
Natural Gas	38.72 (MJ/Nm^3)

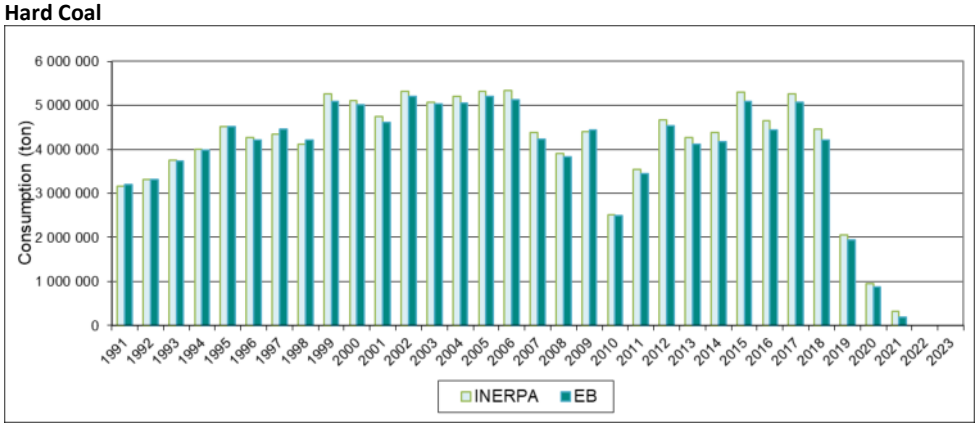
3.2.1.4.5 Comparison of LPS data vs. National Statistics

Consumption of fuel for electricity production in large units is also published in the Energy Balance of DGEG. Total consumption in all units was compared between the data in the inventory (INERPA) and the Energy Balance (EB) and graphs for the most important energy sources are presented in the next figure. Generally, there is an agreement between the two sources of information and, because data was acquired in an independent mode, this match gives a high degree of confidence to the results.

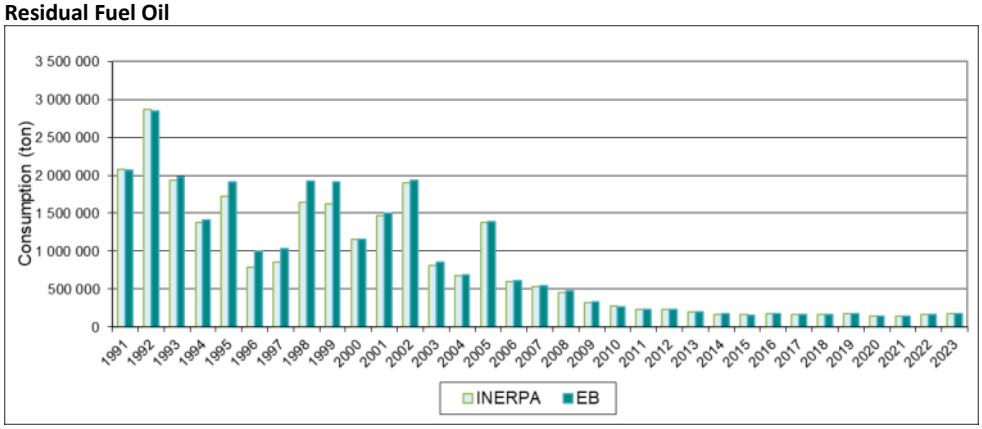
Lignite



Hard Coal



Residual Fuel Oil



Natural Gas

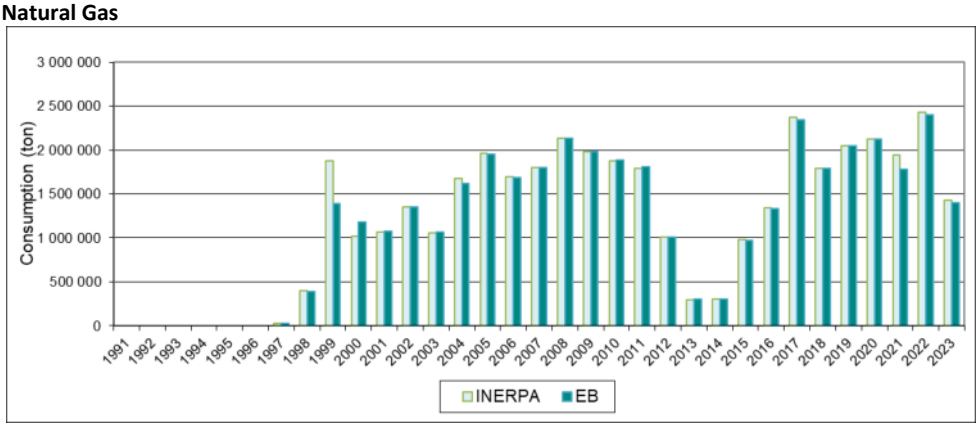


Figure 3-9: Comparison of total fuel consumption in large power plants, between values used in the inventory (INERPA) and in the Energy Balance

3.2.1.4.6 Comparison of Energy Balance vs. IEA Energy Statistics

Total energy consumption reported in DGEG energy balance was compared with IEA (International Energy Agency) energy statistics values. This comparison is included in the QA/QC procedures applied to this inventory. The energy statistic values from IEA were collect from their website. Unfortunably, IEA data is only publicly available for the n-1 year (n being the latest inventory year). Following the fuel classification presented in the IEA energy statistics, three fuel types were analyzed: coal and peat, petroleum products and natural gas, connected to 8 emission sources: Electricity Plants, CHP Plants, Industry, Residential, Commercial and Public Services, Agriculture/Forestry, Fishing and Distribution Losses. The comparison between DGEG energy balance and IEA energy statistics, for 2022, is shown in the figure below.

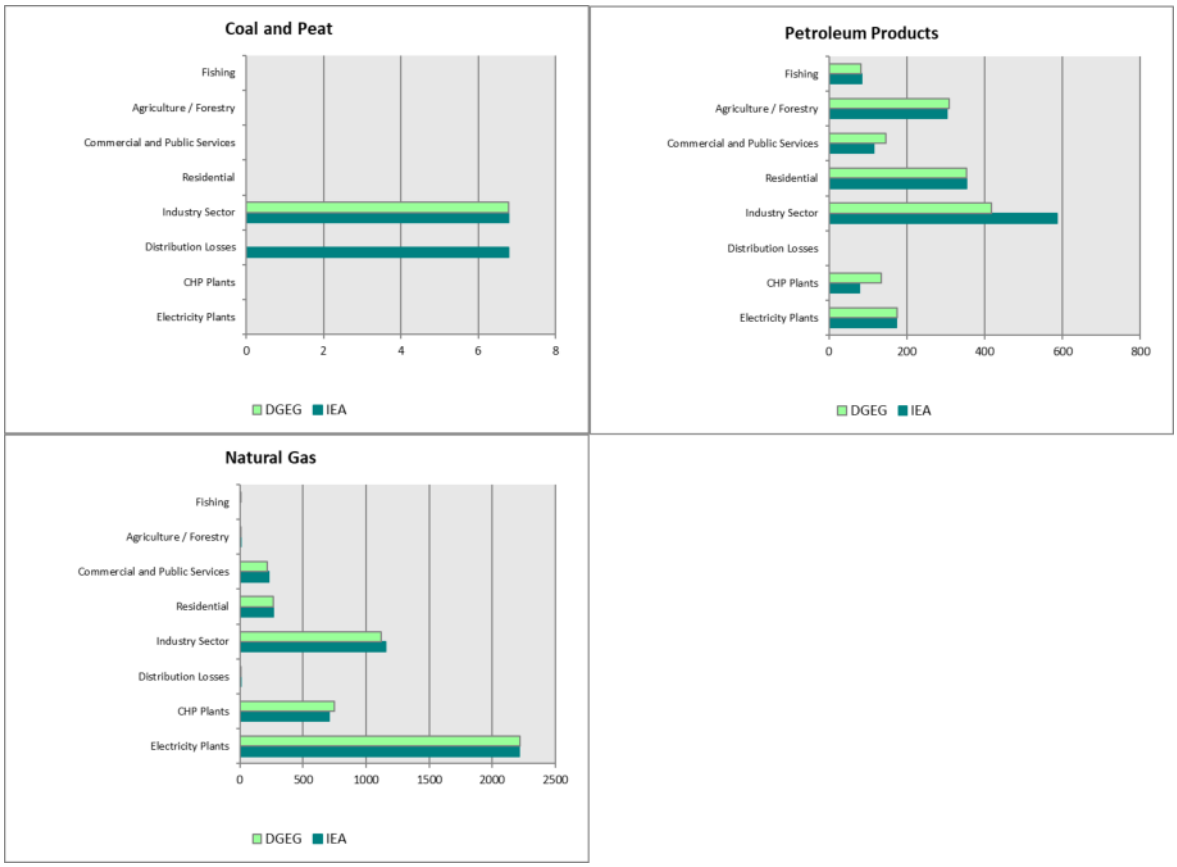


Figure 3-10: Comparison of fuel consumption between DGEG energy balance and IEA energy statistics

For natural gas the differences between the two data sources are very small. For coal and peat, IEA reports distribution losses, whereas DGEG reported null for this sector. The consumption of petroleum products shows discrepancies for three of the eight analyzed sectors: CHP Plants, Industry, Commercial and Public Services. These differences are greater for CHP Plants and Industry which may imply a problem in the fuel consumption classification. Upon our contact DGEG reported that there was compilation errors in the information sent to IEA, which may explain the differences found between the two data sources.

3.2.1.5 Recalculations

Recalculations made since last submission refer to:

- revision of natural gas consumption following the publication of an updated Energy Balance for 2021 and 2022;
- correction related to 2022 activity data for biogas combustion with energy recovery;
- minor updates in 1999-2009 and 2015-2020 in 1.A.1.a activity data.

3.2.1.6 Further Improvements

Even though efforts were made to increase the percentage of units treated as LPS in this year inventory, the inclusion of more LPS plants is an ongoing objective for this sector as well as for industrial combustion. These efforts are in accordance with the goals that the EC[7] has set to streamline data collection for the inventories and for the EU-ETS[8]. In the same sense, on-going efforts should be maintained for the compatibilization of data acquisition by APA and DGEG to obtain better consistency of the data that is used for the Energy Balance and for the LPS data used in the inventory.

[7] European Commission.
[8] European CO_2 trading scheme.

3.2.2 Petroleum Refining (NFR 1.A.1.b)

3.2.2.1 Category description

In 1990 there were three oil refining plants in Portugal: Porto, Lisbon and Sines. In 1993, the Lisbon unit was closed and only two units remain in operation ever since.

Porto refinery, located in Matosinhos in northern Portugal since 1966, converts crude oil and other intermediate materials received from Sines refinery by atmospheric and vacuum distillation, cracking, platforming and several treatments processes (desulphurization). This refinery unit has also units for the production of oils, lubricants and aromatics (Benzene, Hexane, toluene, xilene, etc). This facility has terminated its refining activities in April 2021.

Sines refinery, installed in 1978 in southern Portugal, has also extensive transformation of crude products after atmospheric and vacuum distillation, which are subjected to Fluid Catalytic Cracking (FCC), platforming, hydrocracking, alquilation and asphalts blowing. The nowadays closed refinery at Lisbon performed mostly cracking. Refinery gas from this unit was used as combustible gas for domestic, service and industry use in Lisbon city.

The nowadays closed refinery at Lisbon performed mostly cracking. Refinery gas from this unit was used as combustible gas for domestic, service and industry use in Lisbon city.

Following the UNFCCC source categories classification, only emissions resulting from combustion in boilers and furnaces are included in this source sector. Process fugitive emissions, including combustion emissions that take place in the FCC unit are included in NFR 1.B.2.a.iv.

SO_x and NMVOC emissions do also result from sulphur that is removed from intermediate or final products, mostly to respect environmental regulations, and conveyed in final flux gases. Elemental sulphur from the refining process is later recovered in both Sines and Porto refineries but emissions from this source are considered under Emissions from Flaring and Venting (NFR 1.B.2.c).

3.2.2.2 Methodology

A bottom-up sectoral Tier 2 approach was used to estimate emissions of all pollutants from combustion in refineries, either in boilers or process furnaces. Emissions were estimated individually for each combustion equipment when discrimination was possible.

For all pollutants except sulphur oxides (SO_x), the following equation was applied to estimate air emissions:

$$Emission_{(e,f,p)} = Energy_{Cons(e,f)} \times EF_{(e,f,p)} \times 10^{-6}$$

Where:

$Emission_{(e,f,p)}$: Emission of pollutant p estimated from consumption of fuel f in combustion equipment e (t)

$Energy_{Cons(e,f)}$: Consumption of energy (Low Heating Value) from fuel f in combustion equipment e (GJ)

$EF_{(e,f,p)}$: Emission factor pollutant p, for fuel f under burning conditions in combustion equipment e (g/GJ)

For heavy metals, the emission factor unit is mg/GJ and for PCDD/PCDF and PCBs the emission factor unit is ng I-TEQ/GJ, and the previous equation is adjusted to the emission factor unit. For Black Carbon (BC) the emission factor is a % of $PM_{2.5}$.

Sulphur oxides emissions from combustion are estimated from fuel consumption quantities and sulphur content from:

$$SO_{x\,(e,f)} = 2 \times Fuel_{Cons(e,f)} \times S_{(e,f)} \times 10^{-2} \times (1 - AshRet_{(e,f)} \times 10^{-2})$$

Where:

$SO_{X\,(e,f)}$: Sulphur oxide emission estimated from consumption of fuel f in combustion equipment e (t)

$Fuel_{Cons\,(e,f)}$: Consumption of fuel f in combustion equipment e (t)

$S_{(e,f)}$: Sulphur content of fuel (% mass)

$AshRet_{(e,f)}$: Sulphur retention in ash (% mass)

It was assumed no ash retention for all fuels and combustion equipment in the refinery process.

3.2.2.3 Emission Factors

The same set of emission factors was used for all three refineries and was obtained from "EMEP/EEA emission inventory guidebook 2023".

Table 3-8: Emission Factors for combustion sources in Petroleum Refining

Pollutant	Unit	Fuel Oil[a]	Refinery Gas[b]	Liquified Petroleum Gases[c]	Gas Oil[d]	Natural Gas[c]	Refinery Feedstock[a]
NO_X	g/GJ	142	63	89	942	89	142
NMVOC	g/GJ	2.3	2.58	2.6	37.1	2.6	2.3
NH_3	g/GJ	NE	NE	NE	NE	NE	NE
$PM_{2.5}$	g/GJ	9	0.89	0.89	21.7	0.89	9
PM_{10}	g/GJ	15	0.89	0.89	22.4	0.89	15
TSP	g/GJ	20	0.89	0.89	28.1	0.89	20
BC	%$PM_{2.5}$	5.6	18.4	2.5	78	2.5	5.6
CO	g/GJ	6	12.1	39	130	39	6
Pb	mg/GJ	4.6	1.79	0.0015	4.07	0.0015	4.6
Cd	mg/GJ	1.2	0.712	0.00025	1.36	0.00025	1.2
Hg	mg/GJ	0.3	0.086	0.1	1.36	0.1	0.3
As	mg/GJ	3.98	0.343	0.12	1.81	0.12	3.98
Cr	mg/GJ	14.8	2.74	0.00076	1.36	0.00076	14.8
Cu	mg/GJ	11.9	2.22	0.000076	2.72	0.000076	11.9
Ni	mg/GJ	1030	3.6	0.00051	1.36	0.00051	1030
Se	mg/GJ	2.1	0.42	0.0112	6.79	0.0112	2.1
Zn	mg/GJ	49.3	25.5	0.0015	1.81	0.0015	49.3
PCDD/PCDF	ng I-TEQ/GJ	2.5	NE	0.5	0.99	0.5	2.5
Benzo(a)pyrene	µg/GJ	NE	0.669	0.56	0.11	0.56	NE
Benzo(b)fluoranthene	µg/GJ	3.7	1.14	0.84	0.49	0.84	3.7
Benzo(k)fluoranthene	µg/GJ	NE	0.631	0.84	0.096	0.84	NE
Indeno(1,2,3-cd)pyrene	µg/GJ	NE	0.631	0.84	0.18	0.84	NE
HCB	µg/GJ	NE	NE	NE	0.22	NE	NE
PCBs	ng I-TEQ/GJ	NE	NE	NE	0.13	NE	NE

(a) EMEP/EEA emission inventory guidebook 2023 – Table 4-4 (Tier 2)
(b) EMEP/EEA emission inventory guidebook 2023 – Table 4-2 (Tier 1)
(c) EMEP/EEA emission inventory guidebook 2023 – Table 3-4 (Tier 1)
(d) EMEP/EEA emission inventory guidebook 2023 – Table 4-8 (Tier 2)

Sulphur composition of fuels was reported for each year and for each pollutant directly from refineries under the LCP directive. Weighted average values from 1990 onwards are reported in the next figure. For fuel oil there is almost a continuous decrease from 1998 to 2005 and a stabilization from 2005 onwards.

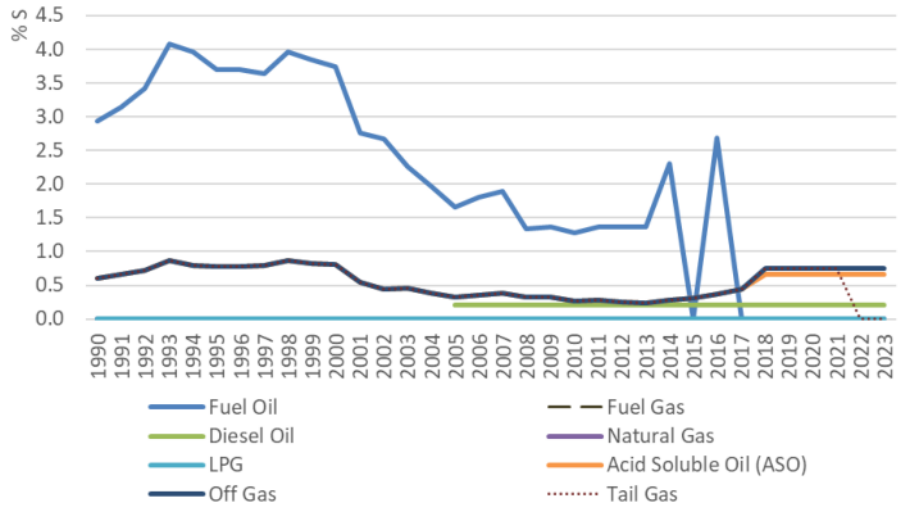


Figure 3-11: Trends of sulphur content

3.2.2.4 Activity Data

In 1990 there were three oil refining plants in Portugal: Porto, Lisbon and Sines. After 1993, the Lisbon unit was closed. Porto has terminated its refining activities in April 2021. Only Sines unit remains in operation.

Emissions from this source sector include combustion air pollutants resulting from boilers and furnaces.

The refinery units consume self-produced residual fuel oil, fuel gas, liquefied petroleum gases (LPG), diesel oil, natural gas, acid soluble oil (ASO), tail gas and offgas.

The amounts of fuel consumption from 1990 to 2004 in boilers and furnaces are collected directly from individual units under the Large Combustion Plants (LCP) directive and may be observed in the next figure. From 2005 onwards, data source is EU-ETS. The use of natural gas is becoming more relevant from 2008 onwards and the use of fuel oil (RPC) less relevant. In one of the refineries there is also consumption of Acid Soluble Oil (ASO), Off Gas and Tail Gas.

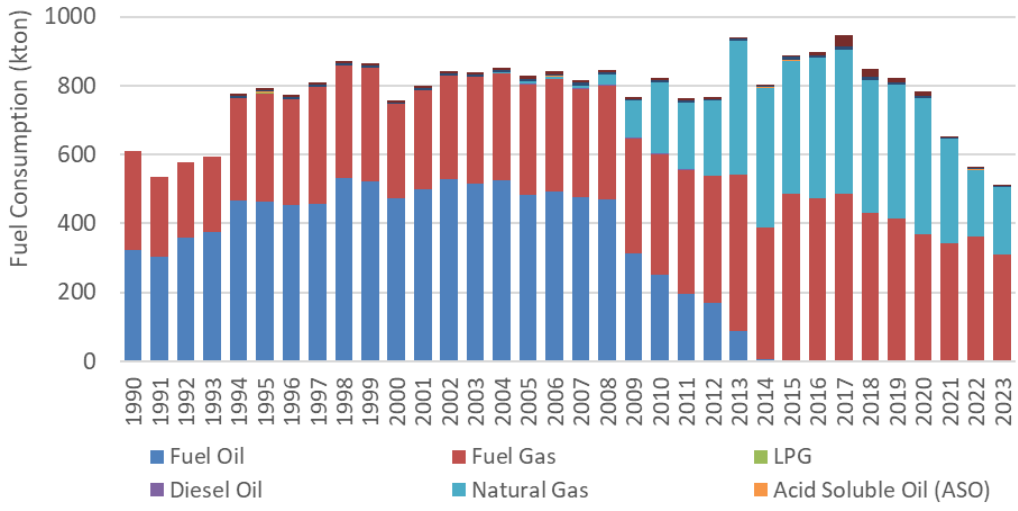


Figure 3-12: Fuel consumption

Consumption expressed in energy was calculated with the following time series of Low Heating Values. This time series reflects actual information given by each refinery also under LCP directive (1990-2004) or EU-ETS (from 2005 onwards) and are weighted averages for all the plants. From 2015 onwards there is no fuel oil consumption and there is an increase in fuel gas consumption.

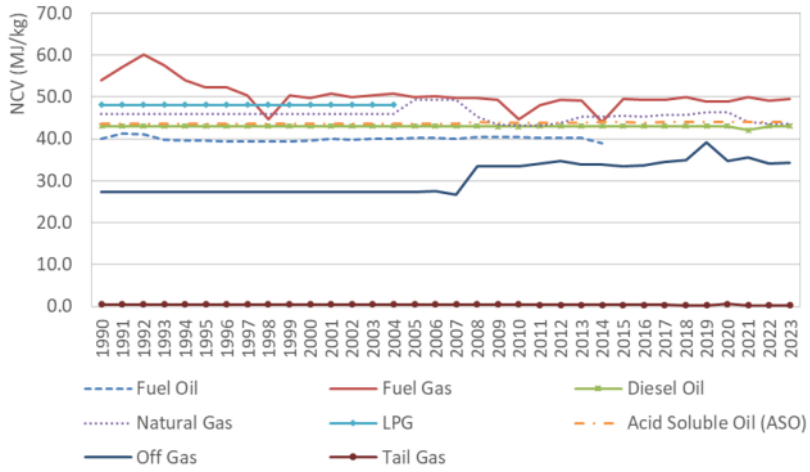


Figure 3-13: Net Calorific Value (NCV) expressed in MJ/kg by fuel type

In 2020 and 2021, SOx emissions from Petroleum refining represented less than 0.001% of the national total. Since 2014, the year in which national refineries completed the transition from Fuel Oil to Natural Gas, SOx emissions are mainly originated from the combustion of waste gases from the refining process. These waste gases include Off Gas from Vacuum Distillation, Tail Gas from Sulfur Recovery and Acid Soluble Oil (ASO). Between 2014 and 2020, these waste gases accounted for more than 94% of SOx emissions. In 2021, they still accounted for 77% of the emissions of this pollutant. These residual gases have a low energy content, which is why the energy consumption data reported in the NFR tables almost entirely refers to the combustion of Fuel Gas and Natural Gas.

Upon further contacts, the refineries clarified that Vacuum Distillation did not work in 2021 due to company's strategy, so Off Gas greatly reduced its production and consequently was not available to be used as fuel. In 2021, the significant decrease in the consumption of refinery gases (Off Gas and Tail Gas) was also due to the intermittent functioning regime of the sulphur recovery units. This intermittent activity was the result of the lower sulphur content of the crude imported by the Portuguese refineries during 2021. Tail gas and Off gas are both by-products of the refining process whose amounts are progressively decreasing, and, therefore, less used as fuels. This decrease resulted in a significant reduction in SOx emissions. Since activity levels are relative to the energy consumption of Natural Gas and Fuel Gas, it turns out that there is no relationship between SOx emissions and activity data for the category 1.A.1.b.

The refinery also clarified that Vacuum Distillation resumed its normal operation on the course of 2022, so Off Gas production increased to normal operating levels and consequently was available to be used as fuel. The refinery also clarified that during 2022, due to higher sulphur content of the crude imported by the Portuguese refinery, the two sulphur recovery units resumed their normal operation, operating at high load all year round. These are the reasons why SOx emission estimates in 2022 are significantly higher than 2021.

3.2.2.5 Recalculations

No recalculations were made.

3.2.2.6 Further Improvements

No further improvements are expected.

3.2.3 Other Energy Industries (NFR 1.A.1.c)

3.2.3.1 Category description

The following two sub-sources are included in this category:

- External fuel consumed in the coke plant that was part of the only integrated iron and steel plant in Portugal, which was dismantled in 2001 (detailed info regarding all emission streams for iron and steel operations, as well as the categories under which emissions are reported can be found in Table 4-37 and section 4.4.1.1 of the IPPU chapter). Coke gas was the only fuel combustion used as energy source in the coke plant;
- Combustion emissions done for the production of city gas that was consumed in the city of Lisbon. This activity was being replaced as consequence of the substitution of this energy source by Natural Gas and was fully deactivated in 2001.

Fugitive emissions from coke production in the coke plant are estimated and reported under category 1.B.1.b.

3.2.3.2 Methodology

Metallurgical coke production

Metallurgical coke production is considered to be an energy transformation of fossil fuel and leads to air emissions. These emissions were estimated based on a Tier 2 approach of the 2019 EMEP Guidebook, according to the following equation:

$$Emi_p = EF_p \times Coal_{Cons} \times 10^{-3}$$

Where:

Emi_p: Air emissions of pollutant p (t)

EF_p: Emission factor of pollutant p (kg/t coal)

$Coal_{Cons}$: Quantity of coal consumed (t)

City Gas Production

Sulphur oxides emissions from combustion were estimated from fuel consumption quantities and considering its sulphur content as:

$$SO_{x\,(y)} = 2 \times Fuel_{Cons(y)} \times S$$

Where:

$SO_{x\,(y)}$: Sulphur oxide emission estimated from consumption of fuel in year y (t)

$Fuel_{Cons(y)}$: Consumption of fuel f in city gas production (t)

S: Sulphur fraction of fuel f in city gas production (0..1)

For emissions of Heavy Metals, the following equation was used, when data available:

$$HM_{p(u,f,y)} = Fuel_{Cons(f,y)} \times CF_{(f)} \times EF_{HM\,(f,y,p)} \times 10^{-6} \times (1 - AshRet_{(f,p)} \times 10^{-2})$$

Where:

$HM_{p\,(f,y)}$: Heavy Metal p emission from consumption of fuel f in year y (t)

$Fuel_{Cons(f,y)}$: Consumption of fuel f in year y (any unit in agreement with CF)

$EF_{HM\,(f,y,p)}$: Emission Factor for heavy metal p from fuel f and in year y (g/t)

$CF_{(f,)}$: Factor to convert $Fuel_{Cons}$ from original units into metric t. Equals 1 except to natural gas where it refers to density (t/original unit)

$AshRet_{(f,p)}$: Retention of Heavy Metal p in ash from fuel f under burning conditions (% mass).

For all pollutants other than sulphur oxides (SO_x) and Heavy Metals, the following equation was applied to estimate emissions:

$$Emission_{(y,p)} = Energy_{Cons\ (y)} \times EF_{(y,p)} \times 10^{-6}$$

Where:

$Emission_{(y,p)}$: Emission of pollutant p in year y (t)

$Energy_{Cons\ (y)}$: Consumption of energy in consumption of fuel f (Low Heating Value) in year y (GJ)

$EF_{(f,p)}$: Emission factor pollutant p from of fuel f combustion (g/GJ)

3.2.3.3 Emission Factors

Metallurgical coke production

Emissions factors for coke production were taken from table 5.2 of section 5.4.3 of chapter 1.A.1 Energy Industries of 2019 EMEP Guidebook and are listed in the table below.

Table 3-9: Coke oven emission factors from coke production in the period 1990-2001

Pollutant	Coke oven (byproduct recovery)	
	Unit	EF
SO_X	g/t coal	420
NO_X	g/t coal	820
NMVOC	g/t coal	47
CO	g/t coal	340
TSP	g/t coal	1914
PM_{10}	g/t coal	1864
$PM_{2.5}$	g/t coal	1176
BC	% of $PM_{2.5}$	48
Pb	mg/t coal	2.2
Cd	mg/t coal	0.1
Hg	mg/t coal	NE
As	mg/t coal	1.6
Cr	mg/t coal	3.6
Cu	mg/t coal	1.7
Ni	mg/t coal	0.9
Se	mg/t coal	1.8
Zn	mg/t coal	7.6
PCDD/ PCDF	ng I-TEQ/ton coal	738
Benzo(α)pyrene	mg/t coal	8.2
Benzo(β)fluoranthene	mg/t coal	0.1
Benzo(k)fluoranthene	mg/t coal	0.03
Indeno(1,2,3-cd)pyrene	mg/t coal	0.02

City Gas Production

Emissions factors for combustion of fuel in the city gas factory were set from EMEP/CORINAIR and AP-42 and are listed in the table below.

Table 3-10: Emission Factors used for city gas production

Source	City Gas Production			Unit
Fuel	FO	Naphta	NG a)	
SO_x	2.6-2.9	0.1	0.0007	% S
NO_x	160	160	100	g/GJ
NMVOC	3.0	3.0	5.0	
CO	15	15	13	
PST	85	6.5	0.8	
PM_{10}	86.0	50.0	100	% PST
$PM_{2.5}$	56.0	12.0	100	
PM_1	36.0	8.0	100	
Cd	6.84E-01	2.55E-01	1.76E-05	g/t
Hg	5.07E-01	0.00E+00	4.18E-03	
Ar	5.56E-01	0.00E+00	3.20E-06	
Cr	1.70E+00	5.00E-02	2.24E-05	
Cu	7.41E-01	1.10E+00	1.36E-05	
Ni	2.69E+01	2.85E-01	3.36E-05	
Se	6.84E-02	3.00E-02	3.84E-07	

a) Heavy Metais - g/km^3

3.2.3.4 Activity Data

Metallurgical coke production

Annual coking coal consumption was obtained from DGEG (Coke plant Balance) from 1990 to 2001 and is presented in the figure below. From 2002 onwards, there is no coke production in the iron and steel industry in Portugal.

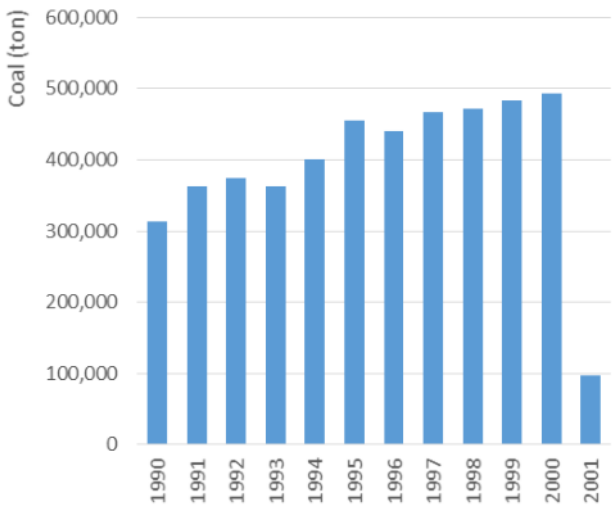


Figure 3-14: Coking coal consumption in the coke plant

City Gas Production

According to the energy balances from DGEG, this activity has used fuel oil, naphtha and, more recently, natural gas as energy sources under co-generation process, from 1990 to 2001[9]. The available time series is presented in the figure below.

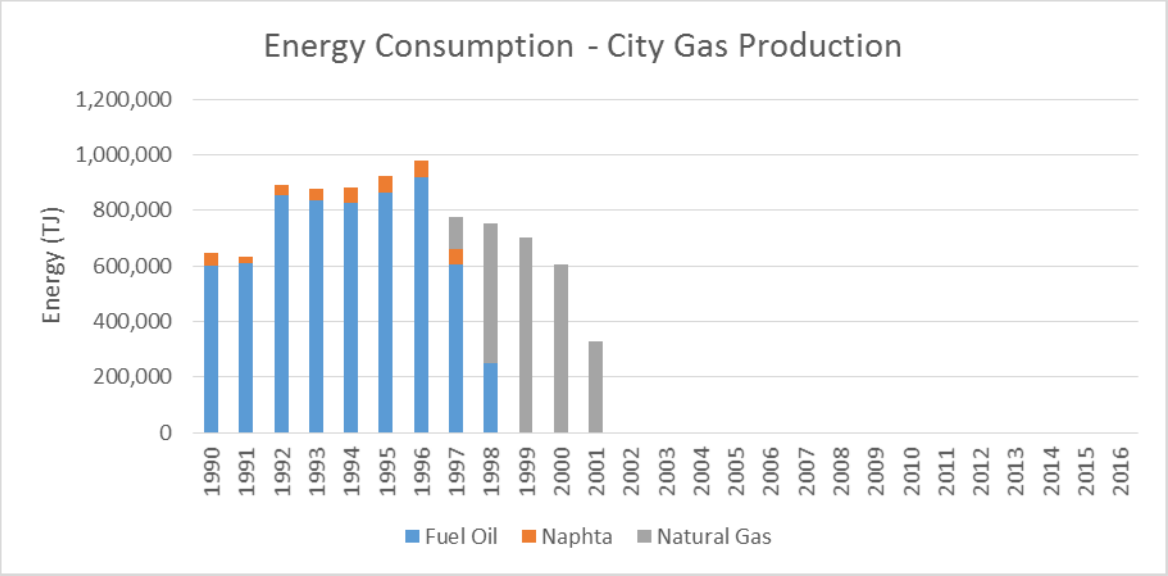


Figure 3-15: Consumption of fuels in co-generation in city gas production

All consumption of oil products as feedstock are reported in a single category in the energy balance, therefore making it difficult to determine the quantities used in city gas production alone. Therefore, all consumption of Naphta, Fuel Oil and Natural Gas is assumed to be combusted, and a methodology of energy consumption was applied.

The following Net Calorific Values (NCV) or Low Heating Values (LHV) values were used.

Table 3-11: NCV/LHV per fuel type for city gas production

Fuel	NCV (MJ/kg)
Fuel-oil	40.0
Naphta	44.0
Natural Gas	46.0

3.2.3.5 Recalculations

No recalculations were made for city gas production nor for coke production.

3.2.3.6 Further Improvements

No further improvements are expected.

[9] This activity uses also fuel gas, LPG, fueloil, naphta and natural gas as feedstocks. These quantities, separated in the energy balance, are not included in the inventory at this point but in use of city gas as fuel.

3.3 Manufacturing Industries and Construction (NFR 1.A.2)

Emissions covered in this source category are those resulting from combustion activities in manufacturing industry and building and construction industry. Excluded are the process emissions from cement and glass industries, which are covered under production processes (Chapters 4.2.1 and 4.2.4, respectively). The following sub-source categories are reported individually: Iron and Steel, Metallurgic industry, Chemicals, Pulp and Paper, Food Processing, Beverages and Tobacco, Textile, Ceramic, Glass and glass products, Cement, Clothing, shoes and leather industry, Wood, Rubber, Metal Equipment and Machines, Extractive industry, Construction and building and Other Transformation Industry.

Total emissions for this sub-sector are comprehend the sum of different industrial activities, using diverse fuels and combustion technologies and refer to the full combustion emissions of the industry sector: boilers, process dedicated fuel combustion in furnaces and kilns and all emissions originated in co-generation units[10].

The consumption of liquid fuels considered in the estimation of emissions of the Manufacturing Industry is based on information from the Energy Balance, which aggregates fuel consumption by industrial sector taking into account the purchases of fuel made by each economic activity code. Even in sectors where consumption data are collected under EU-ETS, there is no disaggregation by source, and all the consumption of a certain fuel is associated with an installation. It is thus impossible to distinguish between mobile and stationary sources. Thus, emissions of category 1.A.2.g vii are included in category 1.A.2.g viii.

3.3.1 Methodology

Air emissions from combustion of manufacturing industries and construction are estimated using a Tier 2 methodology, but two basic approaches are used: energy approach or production approach.

Emissions of SO_x are directly related to the sulphur content of the fuel[11]. Estimates for SO_x were calculated assuming that there were no abatement technologies. The following equation applies:

$$Emi_{SOx} = 2 * \sum_f \sum_s \sum_t [S_{(f,s,t)} /100 * Fuel_{Cons(f,s,t)} * (1- AshRet_{(f,t)} * 10^{-2})]$$

Where:

Emi_{SOx} - Total emissions of SO_x (t/yr);

$S_{(f,s,t)}$- Sulphur content of fuel f in sector activity s and technology/ combustion equipment t(%);

$Fuel_{Consumption\ (f,s,t)}$ – Quantity of fuel that was consumed for each particular fuel f, for sector activity s and technology/ combustion equipment t (t/yr);

$AshRet_{(u,f,p)}$ - Retention of sulphur in ash from fuel f in equipment t (% mass).

[10] Only when the co-generation activity is reported to the energy balance as referring to the manufacturing industry. When economic activity is referred as Energy Production then emissions are included in source category CRF 1a1a (See chapter 3.2.A.1 for further explanations).
[11] For some activities SO_x emissions may also be estimated using the production approach, as presented below.

For the other pollutants either the energy approach or the production approach may be used.

When the energy consumption approach is used the equation is:

$$Emi_{(p)} = \sum_f \sum_s \sum_t [EF_{(p,f,s,t)} * Energy_{(f,s,t)}] * 10^{-6}$$

Where:

$Emi_{(p)}$ - Total emissions of pollutant p (t/yr except CO_2 in kt/yr);

$EF_{(p,f,s,t)}$ - Emission Factor for pollutant p, specific of fuel type f, sector activity s and technology/ combustion equipment t (g/GJ except CO_2 in kg/GJ);

$Activity_{(f,s,t)}$ - Energy Consumption of fuel type f, sector activity s and technology/ combustion equipment t (GJ).

When the production process occurs contact between combustion gases and product, which is the case of sintering and lime kilns in the iron and steel industry, cement kilns, glass ovens, ceramic ovens and dryers and lime kilns in paper pulp industry, or when combustion occurs also with the purpose of recovery of combustion products, which is the case for the recovery boiler in paper pulp industry (green liquor), emissions are more appropriately estimated using produced quantities as activity data, and the associated emission factor is expressed in kg/t.

For these situations, where the production approach is used, emissions from combustion activities are estimated using the following equation:

$$Emi_{(p)} = EF_{(p)} * Production * 10^{-3}$$

Where:

$Emi_{(p)}$ - Total emissions of pollutant p (t/yr except CO_2 in kt);

$EF_{(p)}$ - Emission Factor for pollutant (kg/t);

Production – Production activity rate (t/yr).

For determination of emissions of Heavy Metals the following equation was used:

$$HM_{p(f,y)} = Fuel_{Cons(f,y)} * CF_{(f)} * EF_{HM\,(f,y,p)} * 10^{-6} * (1 - AshRet_{(f,p)} * 10^{-2})$$

Where:

$HM_{p\,(f,y)}$ - Heavy Metal p emission estimated from consumption of fuel f in year y (t);

$Fuel_{Cons(f,y)}$ - Consumption of fuel f in year y (any unit in agreement with CF);

$EF_{HM\,(f,y,p)}$ - Emission Factor for heavy metal p from fuel f in year y (g/t);

$CF_{(f,)}$ - Factor to convert FuelCons from original units into metric t. Equals 1 except to natural gas where it refers to density (t/original unit);

$AshRet_{(u,f,p)}$ - Retention of Heavy Metal p in ash from fuel f under burning conditions in refinery u (% mass).

It is important to point out that, following a meeting with the energy balance team from DGEG, new procedures were established to include biodiesel in the INERPA estimates. Hence, all estimates derived from the energy balance now have biodiesel. This new approach for obtaining biodiesel results from the fact that from 2006 forward the gas oil reported in the energy balance contained a percentage of biodiesel.

Methodology for obtaining the total pure biodiesel and pure gas oil consumed in each industrial sector follows these steps[12]:

- Total pure gas oil consumed was obtained by subtracting the total biodiesel produced (that is going to be incorporated in gas oil) to the gas oil reported in the energy balance;
- With the pure gas oil and the pure biodiesel values an incorporation rate was derived;
- For each industrial sector this incorporation rate was applied to obtain value for total gas oil and total biodiesel consumed;
- Not all the gas oil reported has biodiesel. Because of this, before applying the incorporation rate the total gas oil for heating was subtracted;
- In the end we have, for which industrial sector, the total gas oil consumed (heating gas oil + gas oil with biodiesel removed) and the total biodiesel consumed (biodiesel from gas oil +pure biodiesel purchased directly by the industrial unit).

The table below represents the incorporation rate derived for the period 2006-2023.

Table 3-12: Incorporation rate of biodiesel (% toe/toe)

	2006	2007	2008	2009	2010	2011	2012	2013	2014
Incorporation rate	1.31	2.50	2.43	4.16	6.03	6.25	6.20	6.05	5.93
	2015	2016	2017	2018	2019	2020	2021	2022	2023
Incorporation rate	6.81	5.15	5.10	5.49	5.43	5.76	7.27	6.55	5.85

For the following industries, emissions were estimated based on fuel consumption as activity data (energy approach): metallurgy; chemical and plastic industry; food, beverages and tobacco, textile industry; clothing, shoes and leather manufacturing; wood industry; rubber manufacturing; machines manufacturing industry and other metal equipment industry; extractive industry; building and construction and all other unspecified industry. Following a review recommendation, since 2011 inventory, all emissions from lime production are reported in 2.A.2. For the following industrial sectors, specific estimation procedures were taken.

3.3.1.1 Paper and Pulp Production

Emissions of SO_x, NO_x, CO, NMVOC and methane from the recovery boilers and lime kilns in the Kraft and Acid Sulphide paper pulp plants were estimated using production data, for each industrial plant, as activity data (production approach). The remaining pollutants emitted from these combustion equipments and all pollutants for the remaining combustion equipments of this industry sector were estimated using energy consumption as activity data (energy approach).

3.3.1.2 Clinker Production

Emissions from combustion in clinker kilns were estimated based on production data or consumption of energy obtained for each individual industrial plant, according to the original units of the emission factors. For this sector most emission factors are plant specific and obtained from information monitored at industrial plants. The remaining fuel use in this sector that is consumed in equipments other than kilns is converted into emission using the general-purpose emission factors (energy approach). Process emissions from decarbonising limestone and dolomite are also quantified and reported in this category.

[12] Note: This procedure does not apply to gas oil reporter under co-generation in the energy balance. The DGEG has no documentation to differentiate this fuel as heating gas oil or as gas oil with biodiesel.

3.3.1.3 Lime Production

Emissions of SO_x, NO_x and CO from combustion processes in furnaces in the Lime industry are estimated using the production approach. Emissions estimates from combustion in other equipment, boilers and engines, and emission estimates for the other pollutants, also for furnaces, are based on the energy approach. Process emissions from decarbonising limestone and dolomite are quantified in IPPU chapter 4.2.2 and reported in NRF sector 2.A.2.

Both this activity and Clinker production are included in the energy balance Cement sector.

3.3.1.4 Ceramic Industry

Emissions of SO_x, NO_x, NMVOC and CH_4 from combustion processes in furnaces in the ceramic industry are estimated using the production approach. Emissions estimates from combustion in other equipment, boilers and engines, and emission estimates for the other pollutants, also for furnaces, are based on the energy approach.

3.3.1.5 Glass Production

Similarly to ceramic industry, emission of SO_x, NO_x, CH_4 and CO are estimated using production information as activity data (production approach). Emissions for the remaining pollutants, CO_2 and N_2O from furnaces and for all pollutants from other combustion equipments are estimated using energy consumption as activity data indicator. Carbon dioxide emissions from glass production comprehend both oxidation of carbon, that are estimated using the general emission factors based on energy consumption, and decarbonizing or materials, which are included in production process and reported in IPPU chapter 4.2.4.

3.3.1.6 Iron and Steel Production

Air emissions from sintering (SO_x, NO_x, NMVOC and CO) integrated in the iron and steel production sector are estimated using production as activity data (production approach). The remaining pollutants resulting from the iron and steel industry were estimated using the energy approach. For simplicity's sake, detailed info regarding all emission streams for iron and steel operations, as well as the categories under which emissions are reported can be found in Table 4-34 and section 4.4.1.1 of the IPPU chapter.

3.3.2 Activity data

Activity data comprehends consumption of fuels and industrial production rates. The subsequent chapters will follow this division.

3.3.2.1 Combustion Data

Data on fuel consumption for the Larger Point Sources (LPS) were obtained from several sources:

- directly from Large Combustion Plants (LCP) submitted to APA under the provisions of the LCP Directive;
- information received by APA from special surveys;
- from EPER/PRTR inventory;
- from self-control program (Programa Autocontrolo);
- from direct request to the LCP operators;
- from EU-ETS, since the 2009 inventory.

Presently, LPS comprehend two iron and steel industry, one petrochemical unit, one carbon black industrial plant, eight paper pulp plants (in most cases divided in different fiscal entities), five lime plants, seven glass plants and six cement plants (covering all clinker producing units).

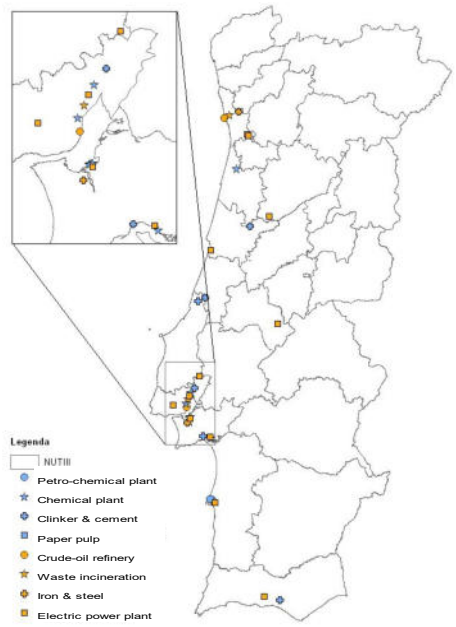


Figure 3-16: Distribution of Large Point Sources in Portugal mainland[13]

The remaining national energy consumption for each sector was estimated subtracting LPS consumption data from the figures reported in the energy balance compiled annually by DGEG and with detailed consumption data for each industrial sector and for each fuel. This procedure is synthesized in the Figure below and in the following formula set:

$$Cons_{EB\,(f,s)} = \sum_c \{Energy_{EB\,(f,s,c)} / LHV_{EB\,(f,s)}\}$$

$$Energy_{AREA\,(f,s,e)} = \{Frac_{Equi\,(s,f)} * [Cons_{EB\,(f,s)} - \sum_u Cons_{LPS(u,f,e)}\,] \} * LHV_{AREA(f,s,e)}$$

$$Energy_{LPS(u,f,e)} = Cons_{LPS(u,f,e)} * LHV_{LPS(u,f,e)}$$

Where:

$Energy_{EB(f,s,c)}$ – Reported energy consumption of fuel f in activity sector s, according to the energy balance, either in co-generation or not (index c) (toe/yr);

$Cons_{LPS(u,f,e)}$ – Reported consumption of fuel f consumed by LPS unit u in equipment e (t/yr or Nkm^3/yr);

$Cons_{EB\,(f,s)}$ – Calculated consumption of fuel f consumed in sector s, in both co-generation or non-cogeneration (c index), according to the Energy Balance (t/yr or Nkm^3/yr);

$Energy_{AREA(s,f,e)}$ – Remaining energy consumption of fuel f in non-LPS – Area Sources - in activity sector s and in equipment e (GJ/yr);

$Energy_{LPS(u,f,e)}$ – Energy consumption of fuel f estimated for LPS unit u in equipment e (GJ/yr);

$Frac_{Equi\,(s,f)}$ – Fraction of consumption of fuel f in sector s that is used in equipment e (0..1);

$LHV_{LPS(u,f,e)}$ – Low Heating Value/ Net Calorific Value, reported by LPS unit u, for fuel f in combustion equipment e (MJ/kg or MJ/Nm3);

[13] This map includes also LPS that are accounted as process emissions (CRF 2).

$LHV_{EB(f,s)}$ – Low Heating Value/ Net Calorific Value used by DGEG in the compilation of the Energy Balance for fuel f in activity sector s (toe/t or toe/Nkm3);

$LHV_{AREA(f,s,e)}$ - Low Heating Value/ Net Calorific Value used in the Inventory for fuel f in equipment e for area sources (combustion in non LPS) (MJ/kg or MJ/Nm3)[14].

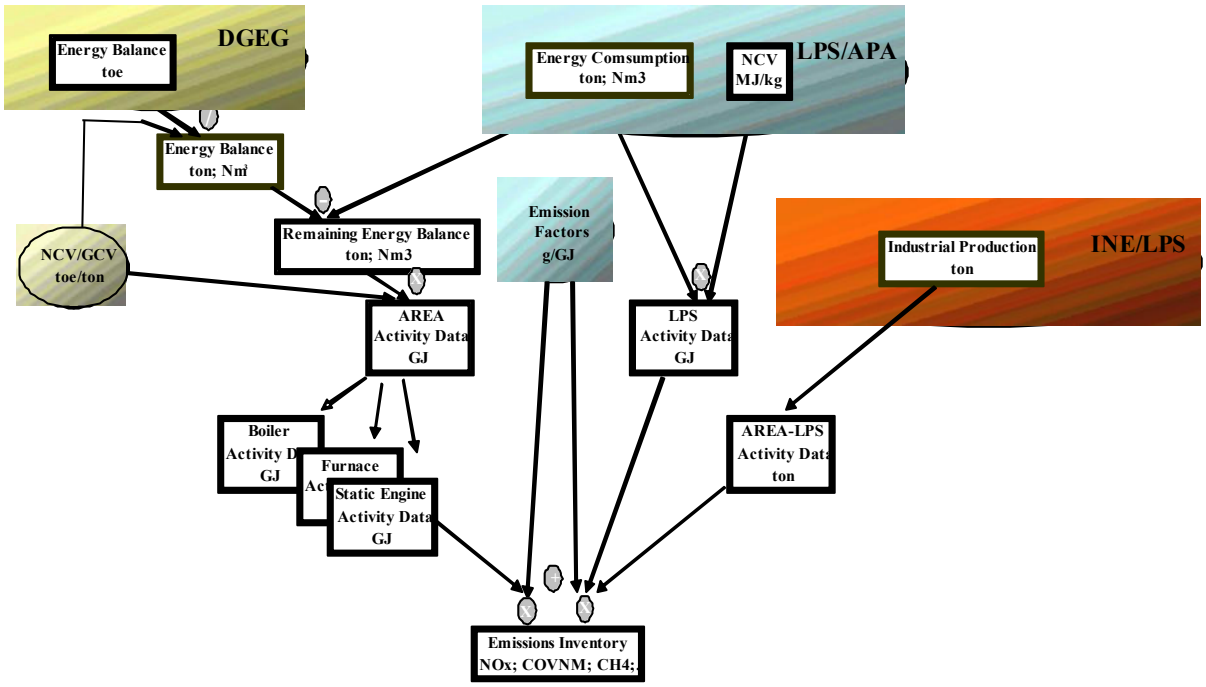


Figure 3-17: General procedure for emissions estimates

Characterization of the combustion equipments was also taken from LPS sources, as well as some characteristics of the fuels. For the non LPS sources, or the remaining energy consumed that are accounted in the energy balances, there is no detailed information about in which equipment combustion takes place, apart from division between co-generation and non co-generation. Hence separation of fuel consumption among boilers, furnaces and engines was made by expert judgment according to each economic sector and also considering that the original data of fuel consumption in the DGEG's energy balances make a separation between quantities used in co-generation and quantities used without co-generation.

3.3.2.1.1 The Energy Balance

The Portuguese Energy Balance (EB) is published annually by DGEG covering all national territory and without any disaggregation at regional level. The structure of the report table is summarized in the next tables. The Energy Balance sheet for 2023 is presented in ANNEX B.

[14] In most cases similar values to Energy Balance are used

Table 3-13: Structure of the Portuguese Energy Balance. Sectoral categories

Primary	Imports
	Indigenous Production
	Stock variations
	Exports
	Foreign ships
	Foreign aircraft
	Primary Energy Consumption
For production of secondary energy sources	Briqettes
	Coke
	Crude oil products
	City gas
	Petro-chemical
	Electricity
Consumption in the Energy sector	Refineries (own consumption)
	Refineries (losses)
	Coquerie
	Electric Power Plants
	Hidropower pumping
	City gas
	Mining Industry
	Transport and distribution (losses)
Feedstocks	
Corrections	

Co-generation	Electric producers
	Barreiro power plant
	Crude oil refineries
	City gas
	Agriculture
	Food and Beverages
	Textile
	Paper pulp and paper
	Chemical and Plastics
	Ceramic
	Glass
	Cement
	Metalurgy
	Iron and steel
	Cloth, shoes, leather
	Wood
	Rubber
	Equipment
	Other Manufacturing Industries
	Extractive
	Services

Final Consumption	**Agriculture**	
	Fisheries	
	Mining Industry	
	Manufacturing Industry	Food and Beverages
		Textile
		Paper pulp and paper
		Chemical and Plastics
		Ceramic
		Glass
		Cement
		Metalurgy
		Iron and steel
		Cloth, shoes, leather
		Wood
		Rubber
		Equipment
		Other Manufacturing Industries
	Construction and Publick Works	
	Transport	National airplanes
		National ships
		Railways
		road
	Domestic	
	Services	

Table 3-14: Structure of the Portuguese Energy Balance. Fuel categories

Coal	Imported coal
	National coal
	coal coke
Oil	Intermediate refinery products
	LPG
	Gasoline
	Kerosene
	Jets
	Diesel oil
	Residual fuel oil
	Naphta
	Petro coke
Gases	Natural gas
	City Gas
	Coke oven gas
	Blast Furnace gas
	Petrochemical gas
	Hydrogen
Other	Tar
	Wood and vegetable wastes
	Solid Urban Waste
	Industrial Waste
	Biogas
	Biodiesel
	Liquors
	Other

Non Energ Products	Lubricants
	Asphalts
	Parafin
	Solvents
	Propylene
Electricity	Hydro-electricity
	Wind and Geothermal
	Thermo-electricity

The sub classes presented below represent the most detailed information available limited by the detail reported in the National Energy Balances from DGEG. Each group represents an aggregation of specific Categories of Economic Activities (CAE).

Table 3-15: Definition of Sectors in accordance with CAE

Sub sector	EAC (1977)
Agriculture	111, 112, 113, 121, 122
Fisheries	130
Extractive Industry	220, 230, 290
Food processing, beverages and tobacco	311, 312, 313
Textile	321
Paper and paper pulp	341
Chemical and Plastic Industry	351, 352, 356
Ceramic	361, 3691
Glass	362
Cement	369 except 3691
Metallurgy	271, 272 except Iron&Steel
Iron and Steel Industry	Iron and Steel
Clothing, shoes and leather	322, 323, 324
Wood & wood products	331, 332
Rubber	355
Manufacturing of machines and metallic Equipments	381, 382, 383, 384
Other	390, 314, 342, 385
Construction & Building	500

3.3.2.2 Industrial sector energy profiles

In this section the energy profiles of the different sub-sectors are described, considering consumption, share of fuels, emissions intensity and source of data.

The following figure represents the energy consumption for Manufacturing Industries and Construction for the different sub-sectors and level of information disaggregation – data from industrial plants or data from subsector of the national Energy Balance.

Iron and Steel (1.A.2.a) - All main installations are included in EU ETS. Activity data information was also collected via a questionnaire, sent directly to the plants operators.

Chemicals (1.A.2.c) – EU ETS data from petrochemical facilities are considered. The remaining energy consumption of this subsector is collected through the Energy balance.

Pulp, Paper and Print (1.A.2.d) - Most of the operators in the paper and pulp sector are included in EU ETS, while only a few of the printing installations are included.

Food, beverages & tobacco (1.A.2.e) - A comprehensive activity data for this sector is not available; the subsector comprises many small and medium size enterprises, with thousands of different products. Limited info on this sector can be found in ETS survey, the sector is not included in the scope of ETS.

Non-metallic minerals (1.A.2.f) - This sector comprises emissions from many different industrial subsectors, some of which are subject to EU ETS and some not. Cement Industry subsector is energy intensive, and it is subject to EU ETS. However, in the construction material subsector (Ceramic Industry), there are many small and medium size enterprises, so the operators subject to ETS are only a part of the total.

Other Industries (1.A.2.g) - This sector comprises emissions from many different industrial subsectors, mainly not subject to EU ETS.

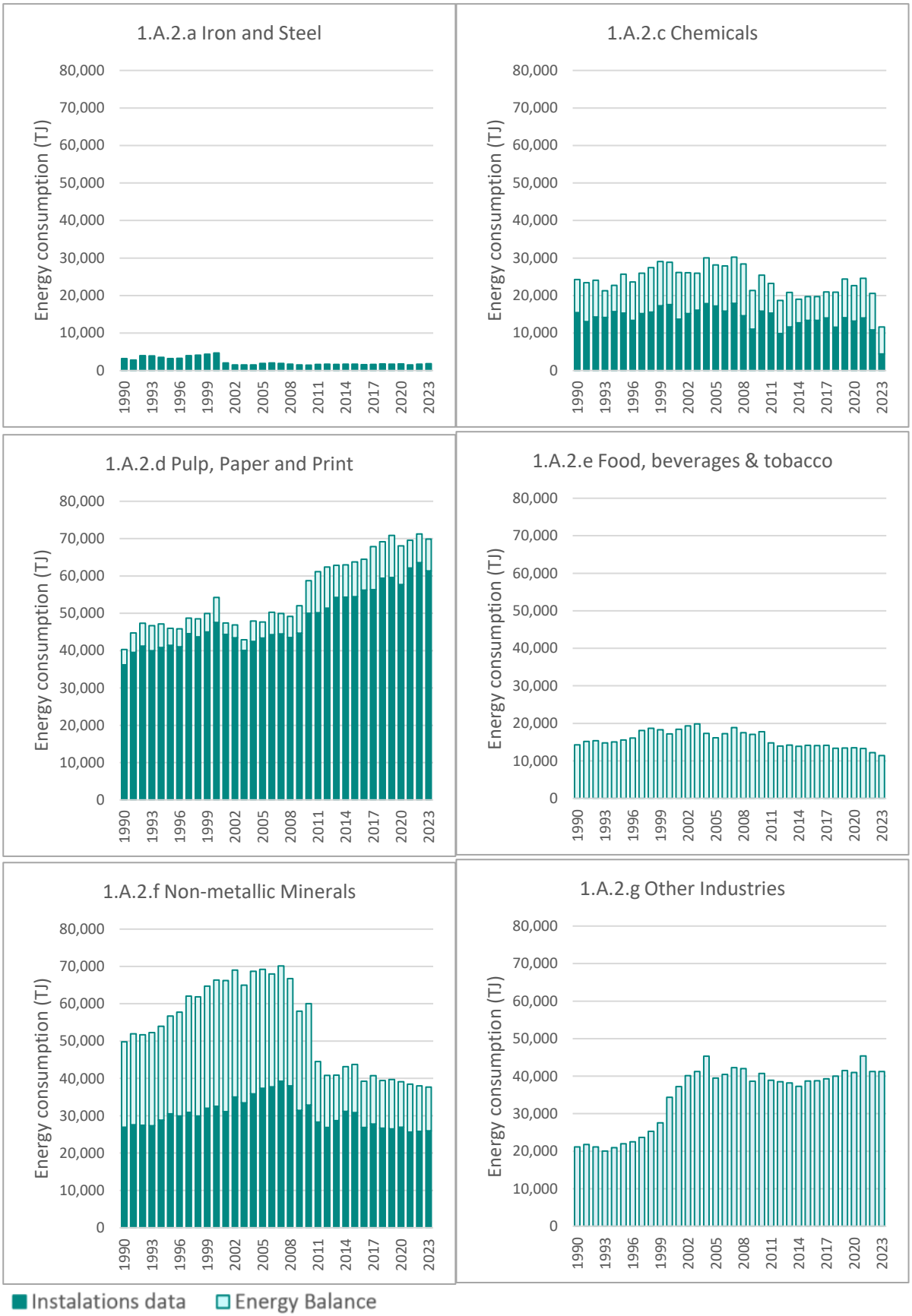
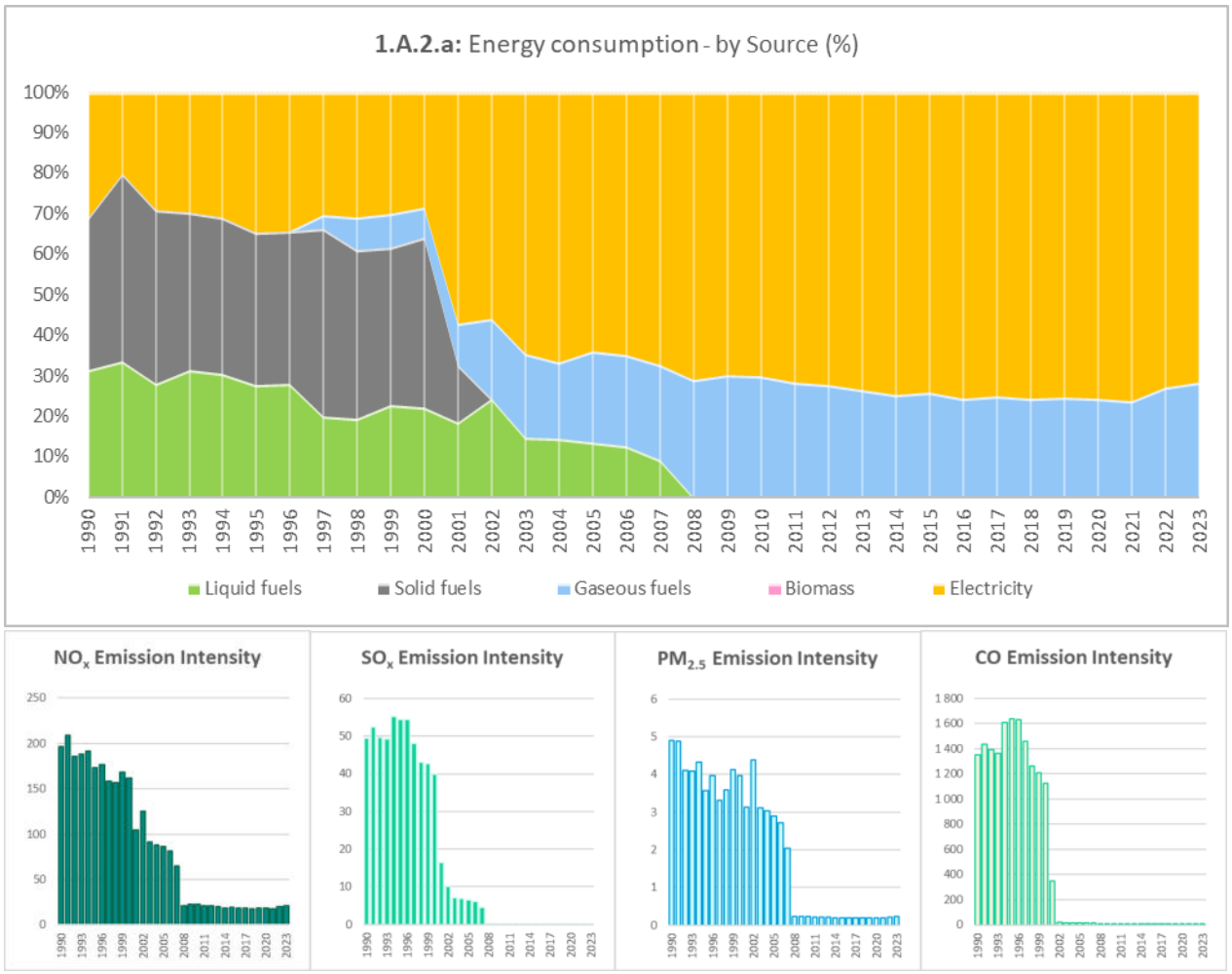


Figure 3-18: Total Energy Consumption in Manufacturing Industries and Construction

3.3.2.2.1 Iron and Steel Industry (CRF 1.A.2.a)

There are two distinct periods in the recent history of the Iron and Steel sector in Portugal, between 1990 and 2001, when one of the plants operated on an integrated regime (coke production, pig iron production and BOF steel production). After 2001, when the two plants only produced steel using the electric arc furnace and scrap and metallic foils as raw materials. This change has also caused substantial changes in the contribution of fuels, with the disappearance of coke oven gas and blast furnace gas (solid fuels), and the increase in the use of natural gas (gaseous fuels), that not only was used to replace the other by product gases, but also partially the use of LPG and residual fuel oil (liquid fuels). The change from the Basic Oxygen Furnace to the Electric Arc Furnace, in one of the facilities, also meant an increase in electricity consumption, becoming the main source of energy after 2002.



Emission Intensity [ton of pollutant emission/TJ of Energy consumption] is estimated considering the total emissions (NO_x, SO_x, $PM_{2.5}$ and CO) reported in category *1.A.2.a Iron and Steel* in relation to the total energy consumed (fossil fuels, biomass and electricity)

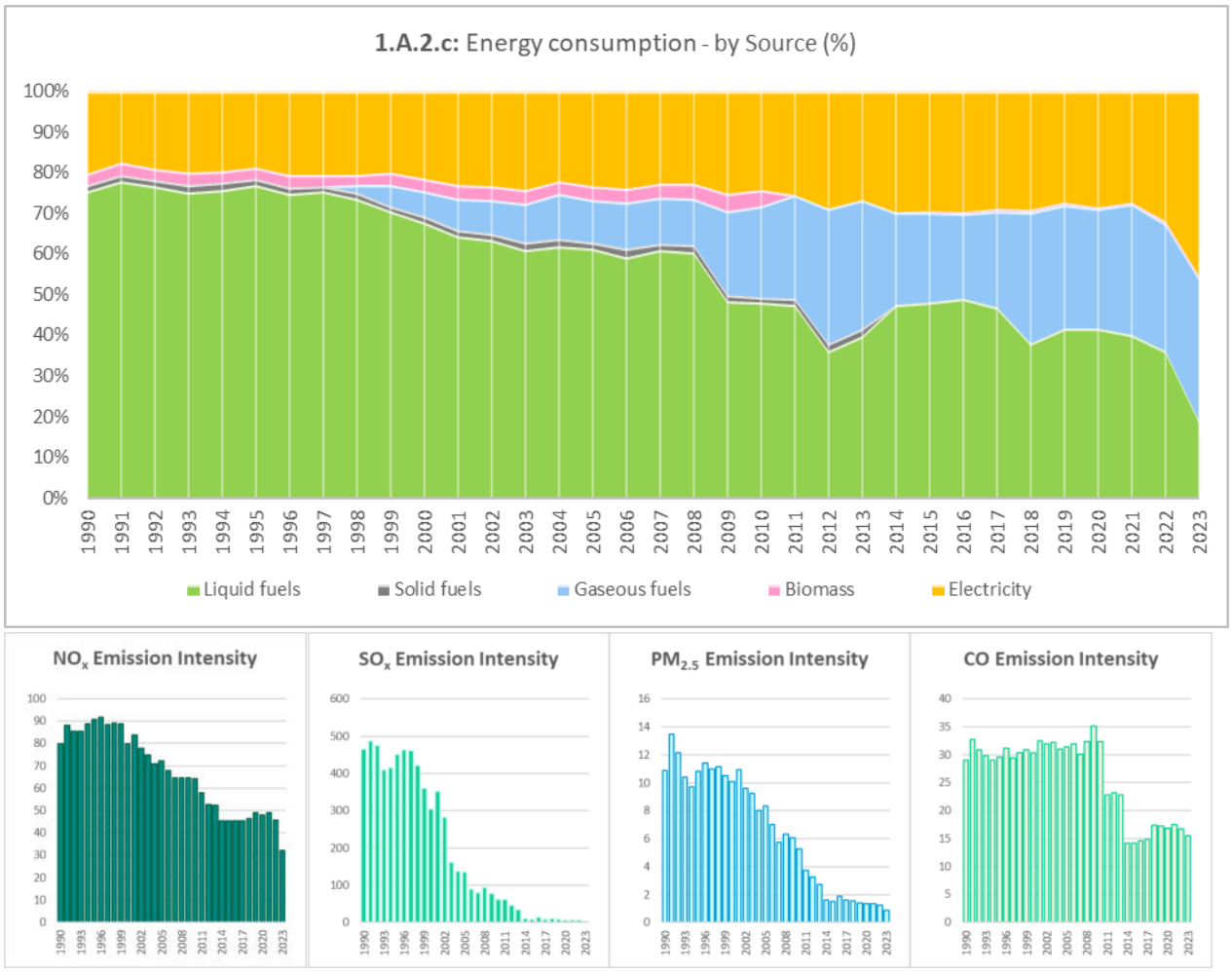
Figure 3-19: Share of energy consumption by source & Emissions intensity

The higher levels of intensity emission of NO_X, SO_2 and CO between 1990 and 2001 are mainly due to the production of Sinter. Although the majority of pollutant emissions from sinter production are reported in category 2.C.1, the guidebook suggests that NO_X, SO_2 and CO emissions are assigned to a combustion activity. Another factor that explains the downward trend in emissions intensity is related to the replacement of fuel oil by natural gas in rolling mills, with the greatest impact between 2007 and 2008 when fuel oil consumption stopped.

Detailed info regarding all emission streams for iron and steel operations, as well as the categories under which emissions are reported can be found in Table 4-34 and section 4.4.1.1 of the IPPU chapter.

3.3.2.2.2 Chemical and Plastics Industry

Two industrial plants in this sector were treated as Large Point Sources, representing a substantial component of total energy consumption. In the beginning of the period under analysis, fuel consumption was based on residual fuel oil, traded or by-product of the unit, and residual gases, also obtained as a by-product from the production processes. The consumption of coke time series presents an anomalous value in 2000. When questioned about this, the energy balance team at DGEG could not justify the inconsistent value.



Emission Intensity [ton of pollutant emission/TJ of Energy consumption] is estimated considering the total emissions (NO_x, SO_x, $PM_{2.5}$ and CO) reported in category *1.A.2.c Chemicals* in relation to the total energy consumed (fossil fuels, biomass and electricity)

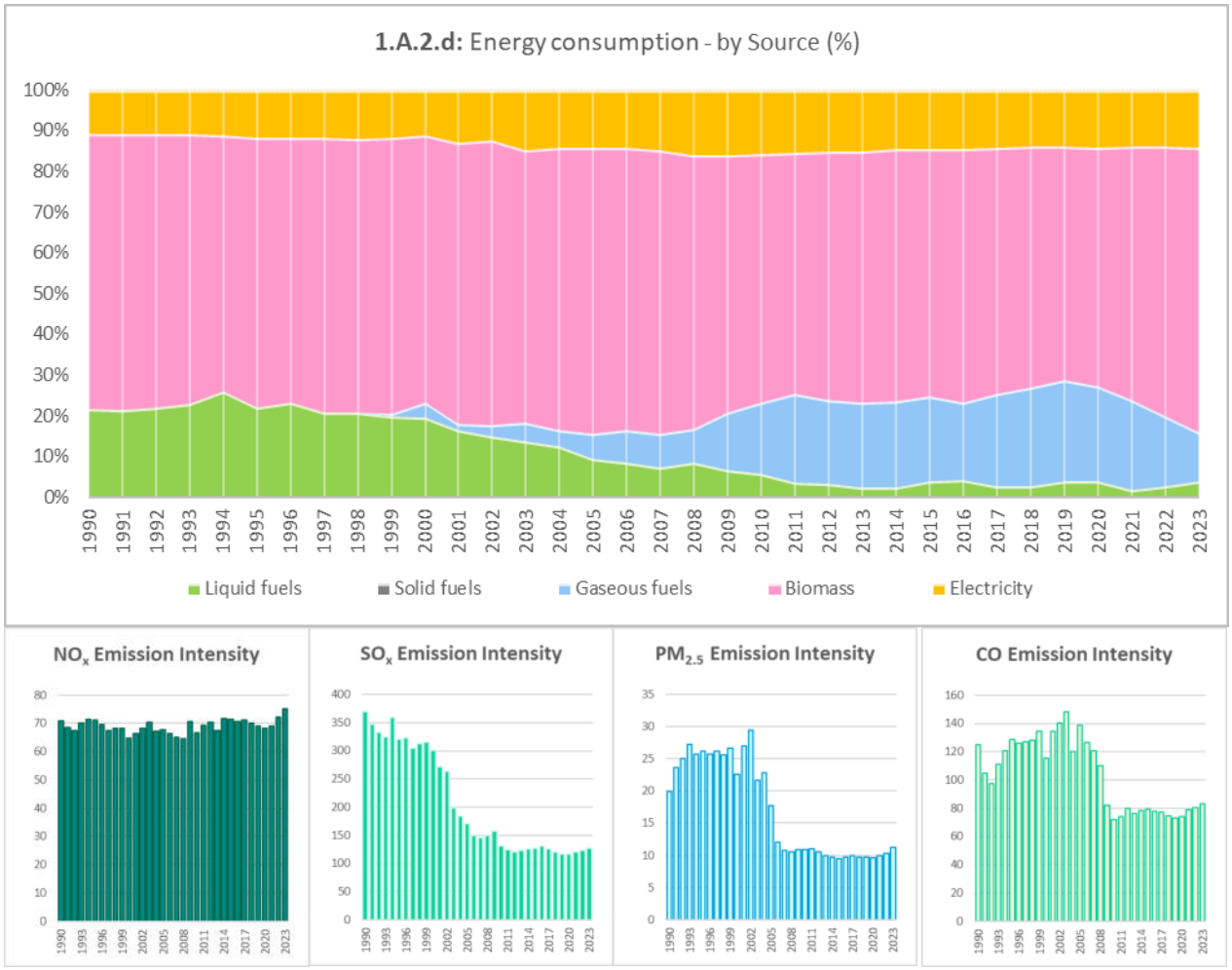
Figure 3-20: Share of energy consumption by source emissions intensity

The trend towards a reduction in the intensity of NO_X and SO_2 emissions that occurred after 2000 is essentially due to the change in consumption between residual fuel oil and natural gas. The impact is felt especially in SO_2 emissions, because there is a big difference between the sulfur content of fuel oil and natural gas.

With regard to $PM_{2.5}$ and CO emissions, the consumption of Wood and Wood products is of primary importance. The apparent drop in the consumption of biomass that took place in 2011 had a significant impact on the total emissions of these pollutants.

3.3.2.2.3 Paper and Paper Pulp Industry

Black liquor is the main source of energy in the pulp production plants, and throughout the time series it is responsible for more than 50% of energy consumption. Other relevant fuels in this subsector are wood and wood products, residual fueloil and natural gas. These last two with different periods of use - Fuel oil being the main auxiliary fuel between 1990 and 2007, which would later be replaced by Natural Gas, which has gained main prominence since 2010, even replacing some consumption of wood products.



Emission Intensity [ton of pollutant emission/TJ of Energy consumption] is estimated considering the total emissions (NO_x, SO_x, $PM_{2.5}$ and CO) reported in category *1.A.2.d Pulp, Paper and Print* in relation to the total energy consumed (fossil fuels, biomass and electricity)

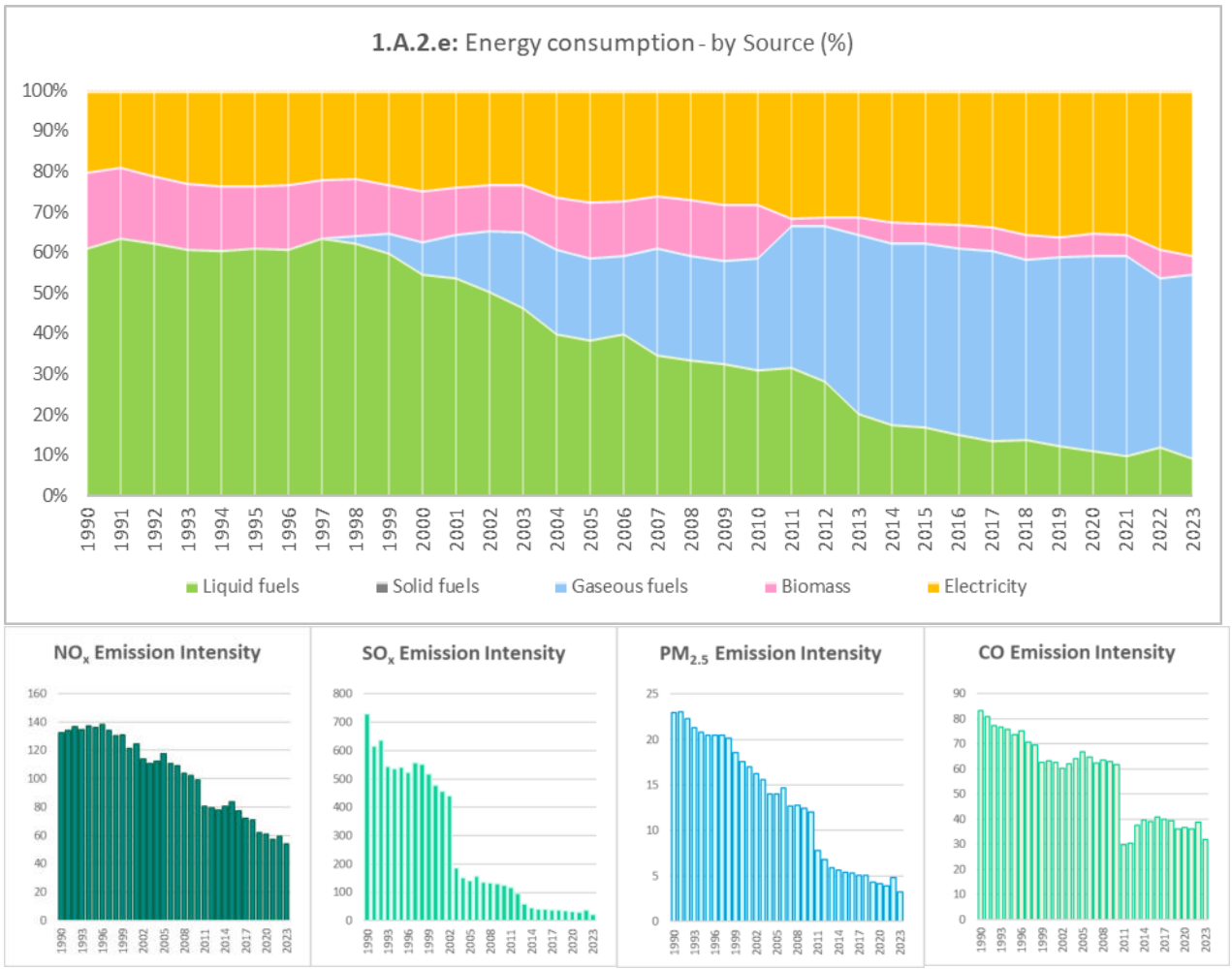
Figure 3-21: Share of energy consumption by source emissions intensity

In the Pulp and Paper subsector, facility-specific data is used to estimate emissions. In this way, sharp reductions in the intensity of $PM_{2.5}$ emissions in 2005 and CO in 2009 are related to the introduction of technology that reduces emissions in Pulp plants. With regard to the intensity of SO_2 emissions, the downward trend between 2000 and 2010 concerns first the reduction in the sulfur content of fuel oil, and subsequently the replacement of fuel oil consumption by natural gas.

3.3.2.2.4 Food Processing, Beverages and Tobacco

Like other sectors of the industry, the Food Industry sub-sector saw large consumption of fueloil residuals in the early 1990s, with other preferred fuels being LPG and Wood products. Like other subsectors, the introduction of Natural Gas in Portugal in 1997, revolutionized the consumption profile of this industry. Natural gas currently covers about 45% of total consumption. It is important to mention the electrification

that has been taking place in this sector, electricity consumption in 2023 is twice as high as in 1990 and is now responsible for around 30% of total energy consumption.



Emission Intensity [ton of pollutant emission/TJ of Energy consumption] is estimated considering the total emissions (NO_X, SO_X, $PM_{2.5}$ and CO) reported in category *1.A.2.e Food Processing, Beverages and Tobacco* in relation to the total energy consumed (fossil fuels, biomass and electricity)

Figure 3-22: Share of energy consumption by source emissions intensity

The transition from petroleum-based fuels (fuel oil and diesel oil) to natural gas is the driver of the trend towards reducing NO_X Emission Intensity. This transition is also responsible for the downward trend seen in other pollutants. However, occasional episodes are responsible for abrupt breaks in the trend. With regard to the intensity of SO_2 emissions, the sharp drop in 2003 is related to the new legal limit in the sulfur content of fuel oil. In the case of the intensity of $PM_{2.5}$ and CO emissions, the decrease seen in 2011 and 2012 is due to the particularly low values of biomass consumption in this sector.

3.3.2.2.5 Non-metallic Minerals

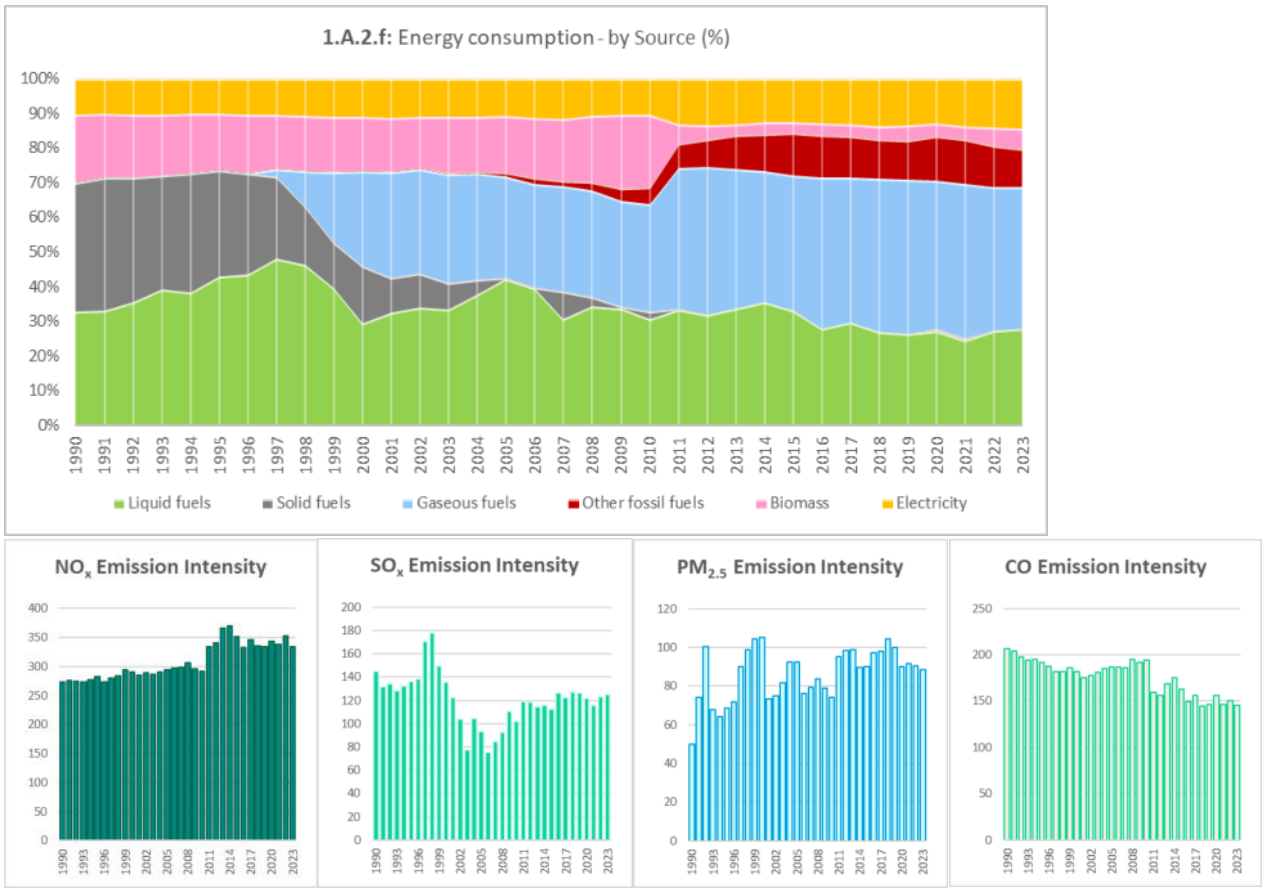
Category 1.A.2.f Non-Metallic Minerals enfolds emissions from fuel combustion in cement, lime, glass and bricks & tiles industries.

In the early 1990s, the breakdown of sectors by type of fuel used was evident. With a large part of the cement industry being fueled by coal combustion, the glass industry preferably used fuel oil and Ceramicas with a combination of biomass and LPG combustion.

Once again, a milestone in the consumption of fossil fuels in the Portuguese industry was the introduction of Natural Gas. However, the transition occurred at different times for the sub-sectors. The first sub-sector to

adopt natural gas was the glass industry, becoming the main fuel from 2000 onwards. In the case of the Ceramics industry, the introduction of natural gas was slower, with the energy consumption of the subsector being divided between Biomass and Natural Gas until 2012, when after a significant drop in the consumption of Biomass, Natural Gas becomes the main fuel consumed. The cement industry underwent a different transition, with the substitution of coal for petroleum coke between 1998 and 2005, and subsequently an increase in the share of consumption of Natural Gas, which is currently equivalent to 50% of the energy consumed, with coke a represent about 30%.

More recently, combustion of industrial waste, used tires and other waste started in cement plants. Thus increasing the share of "Other fossil fuels" in the subcategory to around 10%.



Emission Intensity [ton of pollutant emission/TJ of Energy consumption] is estimated considering the total emissions (NO_x, SO_x, $PM_{2.5}$ and CO) reported in category *1.A.2.f Non-metallic Minerals* in relation to the total energy consumed (fossil fuels, biomass and electricity)

Figure 3-23: Share of energy consumption by source emissions intensity

Most of the NO_X emissions in this subcategory come from the Cement Industry and the Glass Industry, these emissions are estimated by Installation and with emission factors dependent on the production of Clinker and Glass. Thus, the jump in the intensity of NO_x emissions in 2011 is not related to production methods but to the significant drop in energy consumption of biomass seen in the Ceramics Industry.

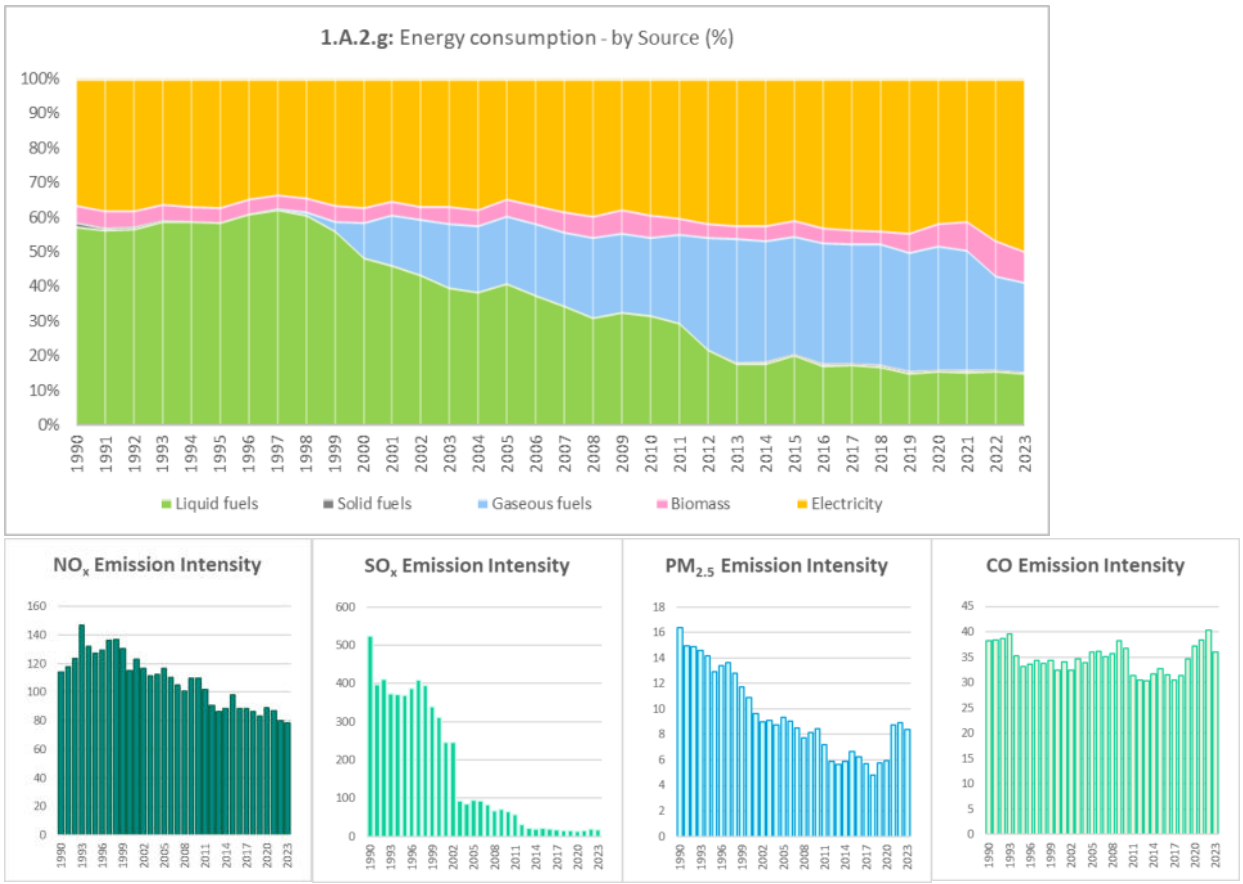
With regard to the intensity of SO_2 emissions, the downward trend between 2000 and 2010 concerns first the reduction in the sulfur content of fuel oil, and subsequently the replacement of fuel oil consumption by natural gas. The increase in the intensity of SO_x emissions seen since 2007 is mainly due to the consumption of petroleum coke in the Ceramics Industry.

$PM_{2.5}$ emissions originate predominantly in the Ceramics Industry and are associated with the combustion of wood and wood products. The variations in the emission intensity along the time series are related to the variations in the energy consumption of biomass.

The main sources of CO emissions in the subcategory are the Cement Industry, in which estimates are made by installation based on the production of Clinker and Industria Cerâmica whose emissions result mainly from the combustion of biomass. When analyzing the trend in the intensity of CO emissions, we can see that the drop in energy consumption that occurs in 2011 has a significant impact.

3.3.2.2.6 Other Industries

This category comprises several industrial subsectors that are classified as light industry. This allows for greater electrification of energy consumption, with electricity accounting for around 35%-40% of the total energy consumed. Regarding fossil fuels, here it is also possible to identify an option for more "lighter" fuels, with LPG and Gasoil being used more prominently than fuel oil. The introduction of Natural Gas in Portugal in 1997 initiated a transition process for these industrial sectors, thus exchanging petroleum-based fuels for Natural Gas. Currently, only Diesel remains as a prominent fuel to be consumed preferably in the extractive and construction industry. Regarding the Intensity of GHG Emissions, the sector saw a reduction in intensity when transitioning from oil-based fuels to natural gas with lower carbon content.



Emission Intensity [ton of pollutant emission/TJ of Energy consumption] is estimated considering the total emissions (NO_X, SO_X, $PM_{2.5}$ and CO) reported in category *1.A.2.g Other Industries* in relation to the total energy consumed (fossil fuels, biomass and electricity)

Figure 3-24: Share of energy consumption by source emissions intensity

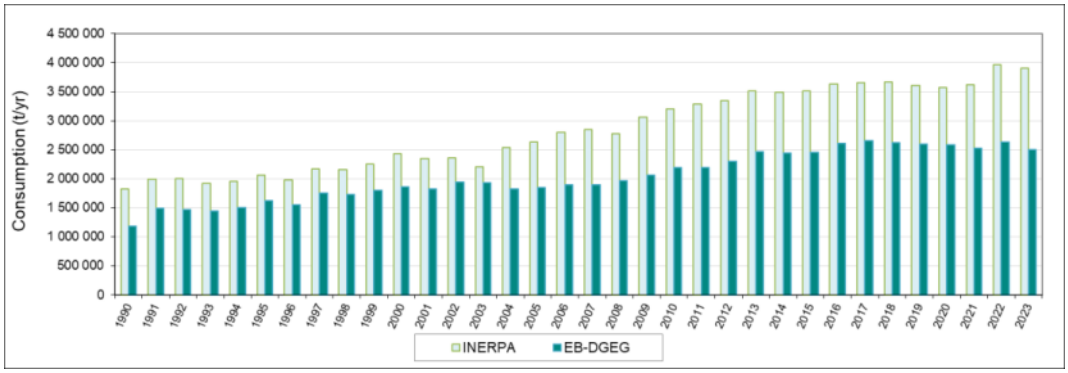
The transition from petroleum-based fuels (fuel oil and diesel oil) to natural gas is the driver of the trend towards reducing NO_X Emission Intensity. This transition is also responsible for the downward trend seen in other pollutants. However, occasional episodes are responsible for abrupt breaks in the trend. With regard to the intensity of SO_2 emissions, the sharp drop in 2003 is related to the new legal limit in the sulfur content of fuel oil. In the case of the intensity of $PM_{2.5}$ and CO emissions, the decrease seen in 2011 and 2012 is due to the particularly low values of biomass consumption in Textile Industry.

3.3.2.2.7 Comparison of LPS data vs. Energy Balance

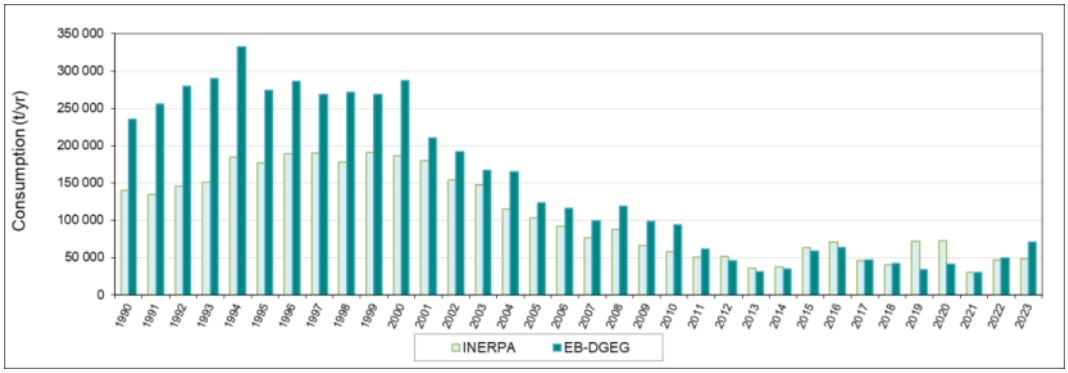
Total consumption in LPS per sector was compared with the correspondent value in the Energy Balance for the most important fuels, in order to verify the applicability of the methodology in use, which mixes a top-down approach (EB) with a bottom-up approach (LPS data). The following figures present the comparison done for sectors: (1) Paper Pulp; (2) Chemical Manufacturing; (3) Cement Industry and (4) Iron and Steel Plants.

Before hand, it must be realized that to conclude for consistency between both distinct datasets, the comparison should result in higher or equal consumption in the EB than in the inventory, because apart from specific fuels (black liquor in the paper and pulp industry, coke oven gas and blast furnace gas in the iron industry, and coal, coke and tires in the cement industry) the universe considered by the Energy Balance covers more units than the set of LPS (E.g. the paper and paper pulp sector also includes consumption in the manufacturing of paper, for which there are several small units).

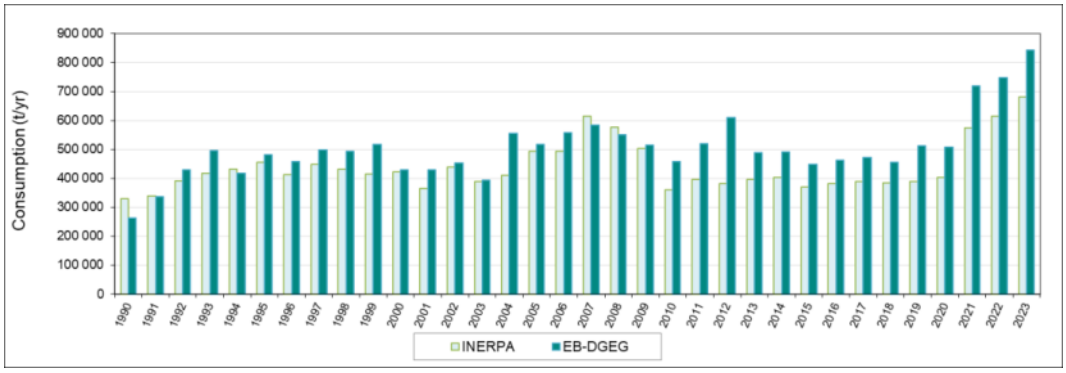
Black Liquor



Residual Fuel Oil



Biomass



Natural Gas

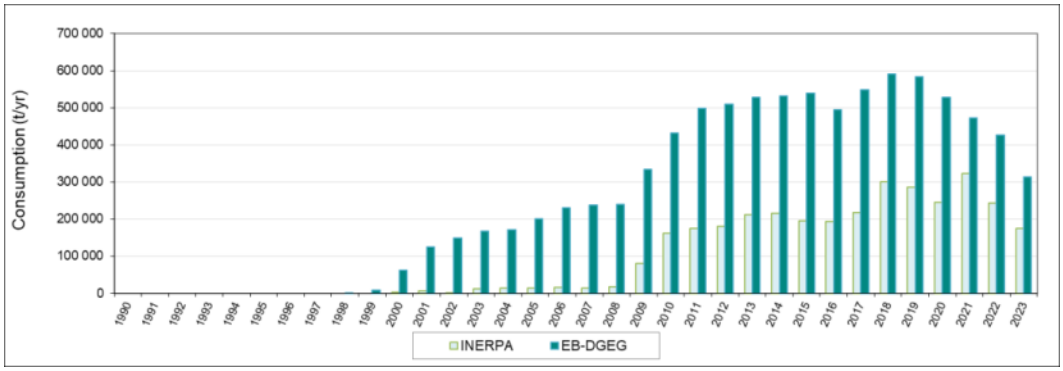


Figure 3-25: Comparison of total LPS consumption in Paper Pulp units with the reported consumption in the EB for the sector "Paper pulp and paper production"

The comparison made for the paper and pulp industry shows that differences occur but are not substantial for the major fuels: black liquor and biomass. Part of the differences were analysed before (DGEG,2003) and could be explained by the use of different LHV in the Energy Balance, which occurs commonly for biomass fuels, given the variability in water content. It´s important to point out that in 2007 and 2008 the total Biomass considered in INERPA is slight superior to that reported in the EB. Careful estimations were made not double count the emissions.

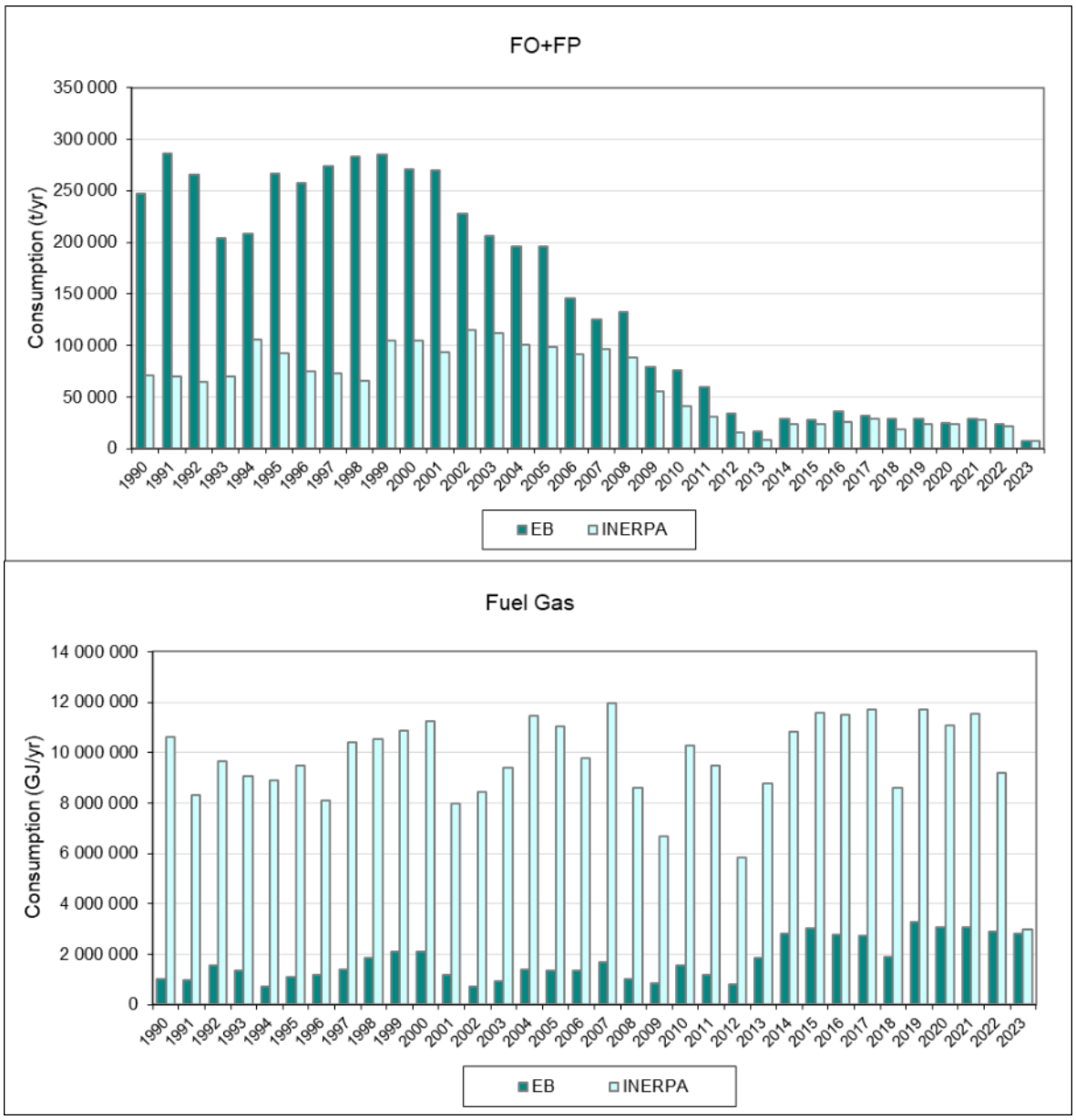


Figure 3-26: Comparison of total LPS consumption in Petrochemical units with the reported consumption in the EB for the sector "Chemical and Plastics"[15]

For the Petrochemical industry the comparison shows that the share of LPS in the consumption of residual fuel oil[16] is about 50 % until 2005. The two values show a tendency to converge in the later years. Also importante to note that in 2012 LPS values surpasse energy balance data by 8 %. Consumption of fuel gas as

[15] Units in the vertical axis are not indicated due to confidenciality issues.

[16] This category includes residual fuel oil, a traded fuel, and fuel pyrolisis, a non-traded by product fuel, used inside the industrial unit that produces it.

reported from the LPS data shows much higher values than in the EB. After consultation with DGEG it was realized that the EB does not covers consumption of fuel gas that is not traded or used in co-generation.

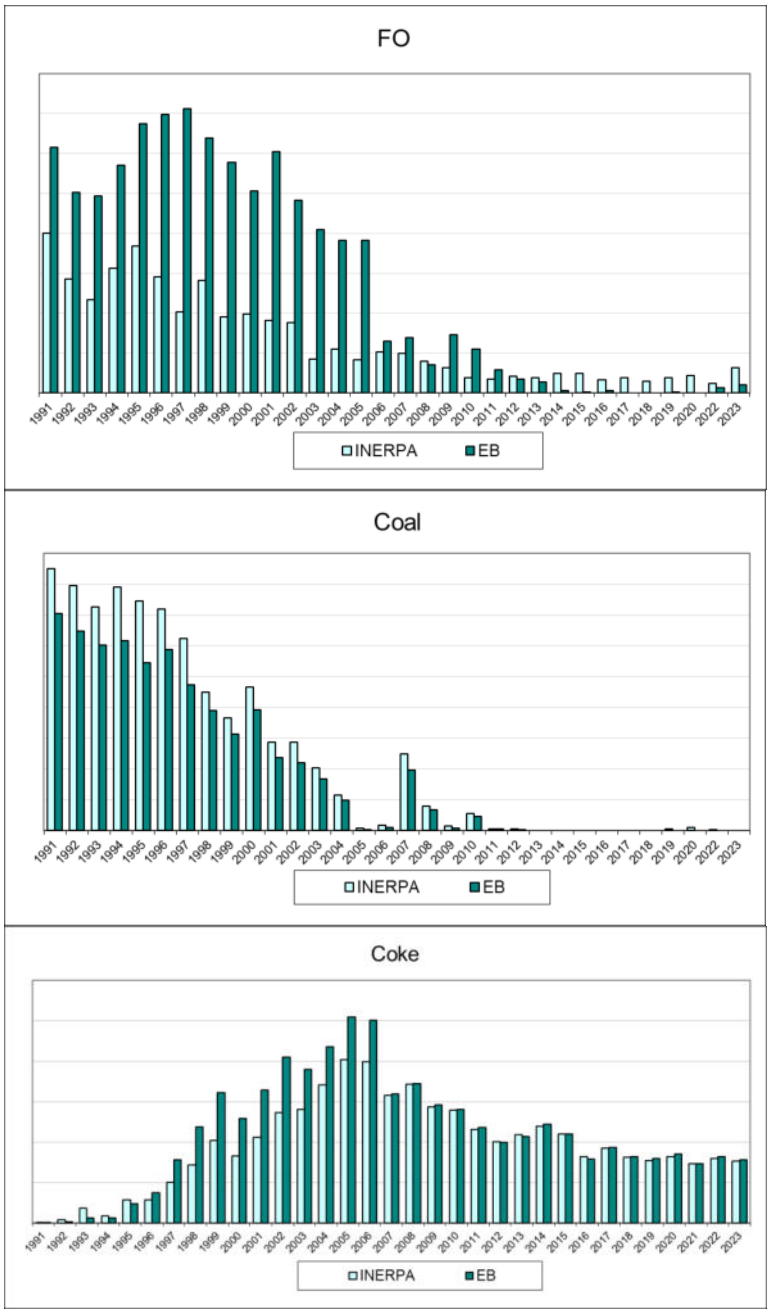


Figure 3-27: Comparison of total LPS consumption in Cement Plant with the reported consumption in the EB for the sector "Cement and Lime" (Due to confidentiality issues y axis values are not shown)

Concerning the cement industry, an acceptable coherence exists between both information sources, except for fuel oil consumption, which can be explained by the inclusion of lime production in this energy balance category.

In conclusion, the analysis indicates that albeit certain differences, there is an acceptable agreement between both data sets. Nevertheless, efforts should be maintained in order for the streamlining of data between the inventory and the energy balance, and for the inclusion of all fuels, either traded or not, in the energy balance.

3.3.2.3 Production Data

The production activity data that were used to estimate of air emissions (production approach) are presented in the tables below. Although for some activities, such as cement production, emissions were estimated at plant level with plant specific emission factors. This information was considered confidential and may not be published in IIR.

Total production of paper pulp is reported in the following Table. Production data for Kraft paper pulp was obtained fro the following data sources:

- LCP Directive – 1990 to 2000;
- CELPA – 2003 to 2009 (Kraft paper pulp);
- INE industrial production data – 2003 to 2009 (Acid sulphite paper pulp);
- EU-ETS – 2010 onwards.

Even though different sources were used, the ultimate data source was the same: the industrial plants.

Table 3-16: Total Paper Pulp Production (Kraft and sulphide paper pulp)

Product	Unit	1990	2005	2021	2022	2023
Pulp Production	kt	1 398	2 010	2 808	2 872	2 713

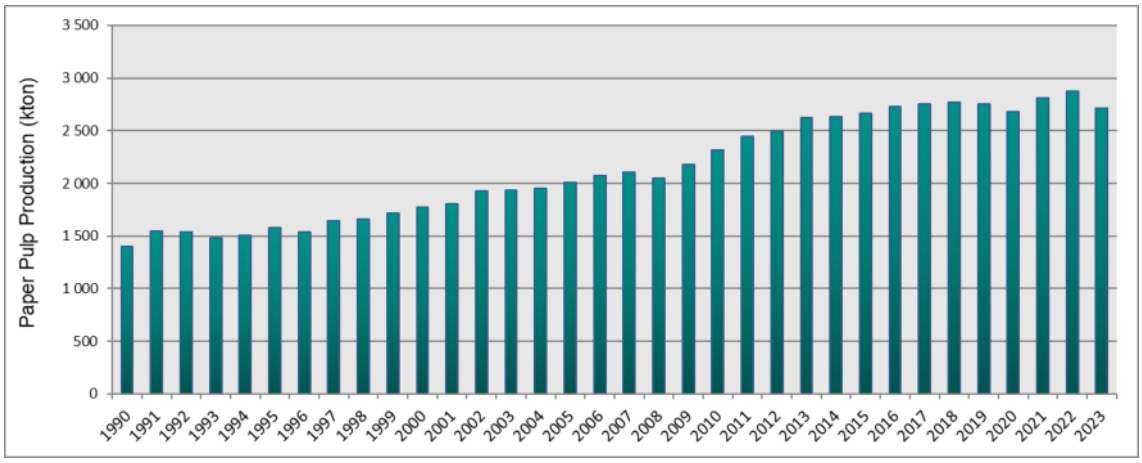


Figure 3-28: Total paper pulp production: Kraft and sulphide paper pulp

Clinker production values cannot be shown in this reported because of confidentiality issues.

Data on annual manufacturing of ceramic products is available from 1990 to 2023 from INE statistical database. The time series for total production is shown in the following table and figure, according to type of ceramic.

Table 3-17: Ceramic Production according to type of ceramic (kt)

Product	Unit	1990	2005	2021	2022	2023
Bricks & roof tiles	kt	2 290	3 923	1 790	1 790	1 864
Tiles & other const	kt	478	1 327	811	811	811
Refractory	kt	31	100	14	14	12
Other ceramic	kt	104	278	345	345	302

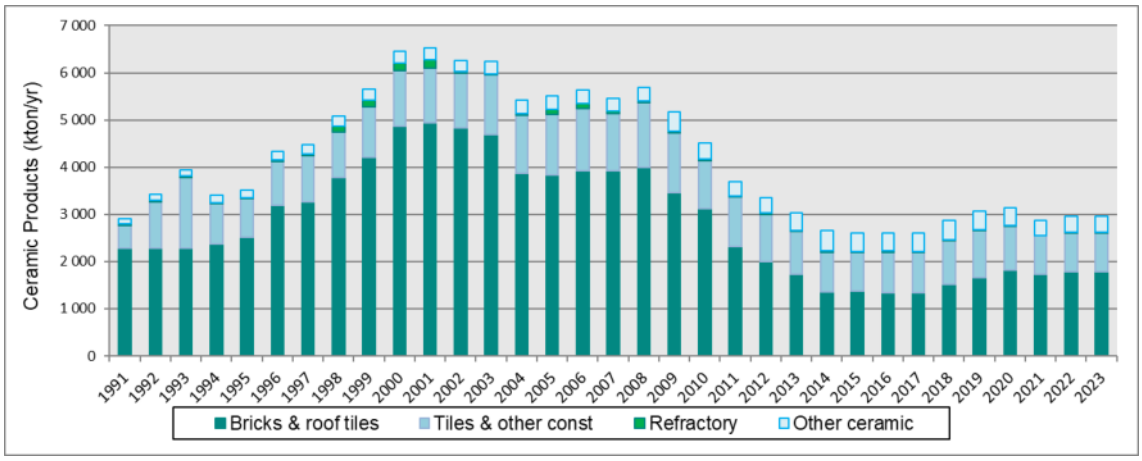


Figure 3-29: Ceramic Production by type of ceramic

The production values for container glass and lead crystal glass are presented in the following figure and table, and they were established from the INE statistical databases and information received from Technology Centre for Ceramics and Glass (CTCV). More detailed discussion of the origins of data sources should be consulted in chapter 4.2.4.4. Because of confidentiality concerns the production of flat glass may not be published in IIR.

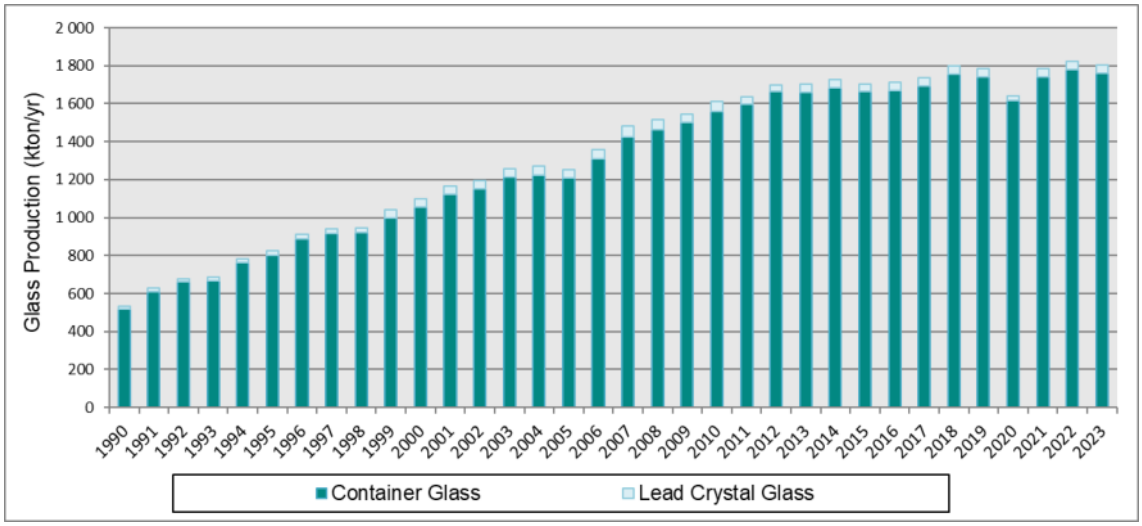


Figure 3-30: Glass production by glass type (excluding flat glass production)

Table 3-18: Glass production by glass type (kt/yr) excluding flat glass production

Product	Unit	1990	2005	2021	2022	2023
Container Glass	kt	508	1 201	1 743	1 780	1 760
Lead Crystal Glass	kt	16	45	42	44	44

Sinter is reported in Industrial Processes chapter 4.4.1 – Iron and Steel Production. Lime production in iron and steel integrated facility is addressed in Industrial Processes chapter 4.2.3 – Lime Production in Iron and Steel.

3.3.3 Emission Factors

Estimates of atmospheric pollutant emissions in category 1.A.2 are obtained using facility-specific emission factors obtained through monitoring by the operators themselves or using default emission factors from the bibliography.

In this chapter, the different emission factors considered will be presented aggregated into general groups that are used in all sub-categories, and into sector-specific data in cases where there is specific information or there are factors associated with the activities of a sub-category.

Regarding general data, a distinction was made between Larger Plants, Smaller Operations and Building and Construction. Following the assumption, if there is knowledge that these are large industrial plants, emission factors presented in chapter "1.A.1 Energy Industries" of the EMEP Guidebook 2023 are used. However, if the combustion processes are on a smaller scale, emission factors provided in chapter "1.A.4 Small combustion" of the EMEP Guidebook 2023 are used.

In the case of Building and Construction emissions, T1 emission factors presented in the chapter "1.A.2 Combustion in manufacturing industries and construction" were used.

3.3.3.1 General EF's – Larger Plants

The set of following tables present the emission factors that were used as default national emission factors in all cases where no specific emission factors may be used, either because there are specific methodologies and emission factors available in the bibliography or either because country specific emission factors were developed from national studies and monitoring data. They are presented in the subsequent tables.

Table 3-19: Emission factors for larger plants using Boilers

Pollutant	Unit	LARGER PLANTS - CO-GENERATION			
		Boilers			
		Natural Gas [a]	Residual Fueloil [b]	Solid Biomass [c]	Biogas [d]
NO_x	g/GJ	89	142	81	198
NMVOC	g/GJ	2.6	2.3	7.31	10.0
NH_3	g/GJ	NE	NE	NE	0.23
TSP	g/GJ	0.14	35.4	172	NE
PM_{10}	% of TSP	100	71.2	90.1	NE
$PM_{2.5}$	% of TSP	100	54.5	77.3	NE
BC	% of $PM_{2.5}$	NE	5.6	3.3	NE
CO	g/GJ	39.0	15.1	90.0	156
Pb	mg/GJ	0.0015	4.56	20.6	0.005
Cd	mg/GJ	0.00025	1.2	1.76	0.002
Hg	mg/GJ	0.05	0.341	1.51	0.12
As	mg/GJ	0.12	3.98	9.46	0.042
Cr	mg/GJ	0.00076	2.55	9.03	0.18
Cu	mg/GJ	0.000076	5.31	21.1	0.31
Ni	mg/GJ	0.00051	255	14.2	0.23
Se	mg/GJ	0.0112	2.06	1.2	0.21
Zn	mg/GJ	0.0015	87.8	181	4.0
PCDD/PCDF	ng I-TEQ/GJ	NA	2.5	50	0.96
Benzo(a) pyrene	µg/GJ	NA	NE	1120	NE
Benzo(b) fluoranthene	µg/GJ	NA	4.5	43.0	NE
Benzo(k) fluoranthene	µg/GJ	NA	4.5	15.5	NE
Indeno (1,2,3-cd) pyrene	µg/GJ	NA	6.92	37.4	NE
HCB	µg/GJ	NA	NE	3.5	NE
PCB	µg/GJ	NA	NE	5.0	NE

(a) Natural Gas – Tables 3-14 and 3-4 of 1.A.1 Chapter of Guidebook EMEP EEA 2023
(b) Residual Fueloil – Tables 3-13 and 3-6 of 1.A.1 Chapter of Guidebook EMEP EEA 2023
(c) Solid Biomass – Tables 3-13 and 3-8 of 1.A.1 Chapter of Guidebook EMEP EEA 2023
(d) Biogas – Table 3-9 of 1.A.1 Chapter of Guidebook EMEP EEA 2023

Table 3-20: Emission factors for larger plants using Gas Turbines and Stationary Engines

Pollutant	Unit	LARGER PLANTS - CO-GENERATION		
		Gas Turbines	Stationary Engines	
		Gasoil [a]	Natural Gas [b]	Gasoil [c]
NO_x	g/GJ	398	135	942
NMVOC	g/GJ	0.19	89	37.1
NH_3	g/GJ	NE	NE	NE
TSP	g/GJ	1.95	2	28.1
PM_{10}	% of TSP	100	100	79.7
$PM_{2.5}$	% of TSP	100	100	77.2
BC	% of $PM_{2.5}$	33.5	2.5	78.0
CO	g/GJ	1.49	56	130
Pb	mg/GJ	0.0069	0.04	4.07
Cd	mg/GJ	0.0012	0.003	1.36
Hg	mg/GJ	0.053	0.1	1.36
As	mg/GJ	0.0023	0.05	1.81
Cr	mg/GJ	0.28	0.05	1.36
Cu	mg/GJ	0.17	0.01	2.72
Ni	mg/GJ	0.0023	0.05	1.36
Se	mg/GJ	0.0023	0.2	6.79
Zn	mg/GJ	0.44	2.91	1.81
PCDD/PCDF	ng I-TEQ/GJ	0.5	0.57	0.5
Benzo(a) pyrene	µg/GJ	NE	1.2	116
Benzo(b) fluoranthene	µg/GJ	NE	9.0	502
Benzo(k) fluoranthene	µg/GJ	NE	1.7	98.7
Indeno (1,2,3-cd) pyrene	µg/GJ	6.92	1.8	187
HCB	µg/GJ	NE	NE	0.22
PCB	µg/GJ	NE	NE	130

(a) Gasoil (gas turbines) – Tables 3-20 and 3-7 of 1.A.1 Chapter of Guidebook EMEP EEA 2023

(b) Natural Gas – Table 3-22 of 1.A.1 Chapter of Guidebook EMEP EEA 2023

(c) Gasoil (stationary engine) – Tables 3-21 and 3-7 of 1.A.1 Chapter of Guidebook EMEP EEA 2023

3.3.3.2 General EF's – Smaller Operations

Table 3-21: Emission factors for smaller operations using Boilers (Anthracite, Coaking Coal, Residual Fuel oil and Solid Biomass)

Pollutant	Unit	SMALLER OPERATIONS – Fuel Combustion			
		Boilers			
		Anthracite [a]	Coaking Coal [b]	Residual Fuel oil[e]	Solid Biomass [d]
NO_x	g/GJ	180	180	100	210
NMVOC	g/GJ	20	20	5	12.0
NH_3	g/GJ	NE	NE	NE	NE
TSP	g/GJ	80	80	40	40.0
PM_{10}	% of TSP	95	95	100	95.0
$PM_{2.5}$	% of TSP	90	90	75	92.5
BC	% of $PM_{2.5}$	6.4	6.4	NE	15.0
CO	g/GJ	200	200	40	300.0
Pb	mg/GJ	100	100	10.0	27.0
Cd	mg/GJ	1.0	1.0	0.3	13.0
Hg	mg/GJ	9.0	9.0	0.1	0.56
As	mg/GJ	4.0	4.0	1.0	0.19
Cr	mg/GJ	15.0	15.0	20.0	23.0
Cu	mg/GJ	10.0	10.0	3.0	6.0
Ni	mg/GJ	10.0	10.0	200.0	2.0
Se	mg/GJ	2.0	2.0	NE	0.5
Zn	mg/GJ	150	150	5	512
PCDD/PCDF	ng I-TEQ/GJ	100	100	10	100
Benzo(a) pyrene	µg/GJ	13 000	13 000	1 000	10 000
Benzo(b) fluoranthene	µg/GJ	17 000	17 000	2 000	16 000
Benzo(k) fluoranthene	µg/GJ	9 000	9 000	1 000	5 000
Indeno (1,2,3-cd) pyrene	µg/GJ	6 000	6 000	1 000	4 000
HCB	µg/GJ	0.62	0.62	NE	5.0
PCB	µg/GJ	170	170	NE	0.007

(a) Anthracite (T2) – Table 3-21 of 1.A.4 Chapter of Guidebook EMEP EEA 2023
(b) Coaking Coal (T2) – Table 3-21 of 1.A.4 Chapter of Guidebook EMEP EEA 2023
(c) Fuel oil (T2) – Table 3-25 of 1.A.4 Chapter of Guidebook EMEP EEA 2023
(d) Other Liquid Fuels (T1) – Table 3-9 of 1.A.4 Chapter of Guidebook EMEP EEA 2023

Table 3-22: Emission factors for smaller operations using Boilers (Natural Gas, Liquified Petroleum Gas and Other Liquid Fuels)

Pollutant	Unit	SMALLER OPERATIONS – Fuel Combustion		
		Boilers		
		Natural Gas [a]	Liquified Petroleum Gas [b]	Other Liquid Fuels [c][d]
NO_x	g/GJ	40	40	306
NMVOC	g/GJ	2.0	2.0	20
NH_3	g/GJ	NE	NE	NE
TSP	g/GJ	0.45	0.45	21
PM_{10}	% of TSP	100	100	100
$PM_{2.5}$	% of TSP	100	100	100
BC	% of $PM_{2.5}$	5.4	5.4	56
CO	g/GJ	30.0	30.0	93
Pb	mg/GJ	0.0015	0.0015	8
Cd	mg/GJ	0.00025	0.00025	0.15
Hg	mg/GJ	0.1	0.1	0.1
As	mg/GJ	0.12	0.12	0.5
Cr	mg/GJ	0.00076	0.00076	10
Cu	mg/GJ	0.000076	0.000076	3
Ni	mg/GJ	0.00051	0.00051	125
Se	mg/GJ	0.011	0.011	0.1
Zn	mg/GJ	0.0015	0.0015	18
PCDD/PCDF	ng I-TEQ/GJ	NE	NE	6
Benzo(a) pyrene	µg/GJ	NE	NE	1.9
Benzo(b) fluoranthene	µg/GJ	NE	NE	15
Benzo(k) fluoranthene	µg/GJ	NE	NE	1.7
Indeno (1,2,3-cd) pyrene	µg/GJ	NE	NE	1.5
HCB	µg/GJ	NE	NE	0.22
PCB	µg/GJ	NE	NE	0.00013

(a) Natural Gas – Table 3-27 of 1.A.4 Chapter of Guidebook EMEP EEA 2023
(b) Liquified Petroleum Gas – Table 3-27 of 1.A.4 Chapter of Guidebook EMEP EEA 2023
(c) Other Liquid Fuels (T1) – Table 3-9 of 1.A.4 Chapter of Guidebook EMEP EEA 2023
(d) Other Liquid Fuels includes: Refinery feedstock, Petroleum coke, Gas oil, Kerosene, Naphtha, Orimulsion, Bitumen and Shale oil

Table 3-23: Emission factors for smaller operations using Gas Turbines and Stacionary Engines)

Pollutant	Unit	SMALLER OPERATIONS – Fuel Combustion			
		Gas Turbines		Stationary Engines	
		Gasoil [a]	Natural Gas [b]	Gasoil [c]	Natural Gas [d]
NO_x	g/GJ	83	48	942	135
NMVOC	g/GJ	0.18	1.6	50	89
NH_3	g/GJ	NE	NE	NE	NE
TSP	g/GJ	9.5	0.2	30	2.0
PM_{10}	% of TSP	100	100	100	100
$PM_{2.5}$	% of TSP	100	100	100	100
BC	% of $PM_{2.5}$	33.5	2.5	78	2.5
CO	g/GJ	2.6	4.8	130	56
Pb	mg/GJ	0.012	0.0015	0.15	0.04
Cd	mg/GJ	0.001	0.00025	0.01	0.003
Hg	mg/GJ	0.12	0.1	0.11	0.1
As	mg/GJ	0.002	0.12	0.06	0.05
Cr	mg/GJ	0.2	0.00076	0.2	0.05
Cu	mg/GJ	0.13	0.000076	0.3	0.01
Ni	mg/GJ	0.005	0.00051	0.01	0.05
Se	mg/GJ	0.002	0.011	0.22	0.2
Zn	mg/GJ	0.42	0.0015	58	2.91
PCDD/PCDF	ng I-TEQ/GJ	1.8	NE	0.99	0.57
Benzo(a) pyrene	µg/GJ	NE	NE	1.9	1.2
Benzo(b) fluoranthene	µg/GJ	NE	NE	15	9.0
Benzo(k) fluoranthene	µg/GJ	NE	NE	1.7	1.7
Indeno (1,2,3-cd) pyrene	µg/GJ	NE	NE	1.5	1.8
HCB	µg/GJ	NE	NE	0.22	NE
PCB	µg/GJ	NE	NE	0.13	NE

(a) Gasoil (gas turbines) – Table 3-29 of 1.A.4 Chapter of Guidebook EMEP EEA 2023
(b) Natural Gas (gas turbines) – Table 3-28 of 1.A.4 Chapter of Guidebook EMEP EEA 2023
(c) Gasoil (stationary engine) – Table 3-31 of 1.A.4 Chapter of Guidebook EMEP EEA 2023
(d) Natural Gas (stationary engine) – Table 3-30 of 1.A.4 Chapter of Guidebook EMEP EEA 2023

3.3.3.3 General EF's – Building and Construction

Table 3-24: Emission factors for Building and Construction

Pollutant	Unit	Building and Construction – Fuel Combustion			
		Stationary Combustion			Mobile Combustion
		Liquid Fuels[a][b]	Gaseous Fuels [c][d]	Solid Biomass [e][f]	Diesel [g]
NO_x	g/GJ	513	74	91	32 629 [h]
NMVOC	g/GJ	25	23	300	3 337 [h]
NH_3	g/GJ	NE	NE	1.2	8 [h]
TSP	g/GJ	20	0.78	150	2 104 [h]
PM_{10}	% of TSP	100	100	95.3	100
$PM_{2.5}$	% of TSP	100	100	93.3	100
BC	% of $PM_{2.5}$	56	4.0	28	62
CO	g/GJ	66	29	570	10 774 [h]
Pb	mg/GJ	0.08	0.011	27	0.005 [k]
Cd	mg/GJ	0.006	0.0009	13	0.010 [i]
Hg	mg/GJ	0.12	0.54	0.56	NE
As	mg/GJ	0.03	0.1	0.19	NE
Cr	mg/GJ	0.20	0.013	23	0.050 [i]
Cu	mg/GJ	0.22	0.0026	6	1.70 [i]
Ni	mg/GJ	0.008	0.013	2	0.07 [i]
Se	mg/GJ	0.11	0.058	0.5	0.01 [i]
Zn	mg/GJ	29	0.73	512	1.00 [i]
PCDD/PCDF	ng I-TEQ/GJ	1.4	NA	100	NE
Benzo(a) pyrene	µg/GJ	1.9	NA	10 000	30 [j]
Benzo(b) fluoranthene	µg/GJ	15	NA	16 000	50 [j]
Benzo(k) fluoranthene	µg/GJ	1.7	NA	5 000	NE
Indeno (1,2,3-cd) pyrene	µg/GJ	1.5	NA	4 000	NE
HCB	µg/GJ	NE	NA	5	NE
PCB	µg/GJ	NE	NA	0.06	NE

(a) Liquid Fuels – Table 3-4 of 1.A.2 Chapter of Guidebook EMEP EEA 2023
(b) Liquid Fuels includes Gas oil, Gasoline, Kerosene and Residual Oil
(c) Gaseous Fuels – Table 3-3 of 1.A.2 Chapter of Guidebook EMEP EEA 2023
(d) Gaseous Fuels includes Natural Gas and Liquified Petroleum Gases (LPG)
(e) Solid Biomass – Table 3-5 of 1.A.2 Chapter of Guidebook EMEP EEA 2023
(f) Solid Biomass includes Wood, Charcoal, Vegetable waste
(g) Gasoil on Mobile sources – Table 3-1 of 1.A.4 (non road mobile machinery) Chapter of Guidebook EMEP EEA 2023
(h) units in grams of pollutant per tonnes of diesel
(i) units in milligrams of pollutant per kg of diesel
(j) units in micrograms of pollutant per kg of diesel
(k) units in ppm wt

3.3.3.4 General EF's – Sulphur Content

Table 3-25: Default sulphur content of fuels for combustion equipments in the Manufacturing Industry

Fuel		NAPFUE	Unit	1990	1995	2000	2001	2005	2023
Steam Coal	S	102	%	0.65	0.65	0.65	0.65	0.65	0.65
Brown Coal/Lignite	S	105	%	0.65	0.65	0.65	0.65	0.65	0.65
Coke from Coal	S	107	%	1.0	1.0	1.0	1.0	1.0	1.0
LPG	L	303	%	0.0016	0.0016	0.0016	0.0016	0.0016	0.0016
Gasoline	L	208	%	0.100	0.100	0.015	0.015	0.005	0.005
City Gas	G	308	g S/Nm3	0.0	0.0	0.0	0.0	0.0	0.0
Coke Oven Gas	S	304	g S/Nm3	7.05	7.05	7.05	7.05	7.05	7.05
Blast Furnace Gas	S	305	g S/Nm3	0.045	0.045	0.045	0.045	0.045	0.045
Fuel Gas, Hydrogen	G	399	%	0.0016	0.0016	0.0016	0.0016	0.0016	0.0016
Biomass Wood	B	111	%	0.03	0.03	0.03	0.03	0.03	0.03
Biogas	B	309	%	0.0016	0.0016	0.0016	0.0016	0.0016	0.0016
Kerosene	L	206	%	0.15	0.03	0.03	0.03	0.03	0.03
Diesel Oil	L	204	%	0.30	0.30	0.20	0.20	0.20	0.20
Residual Fuel Oil	L	203	%	2.84	2.26	2.26	2.26	1.00	1.00
Natural Gas	G	301	g S/Nm3	0.01	0.01	0.01	0.01	0.01	0.01
Biodiesel	B	223	%	0.0	0.0	0.0	0.0	0.0	0.0

3.3.3.5 Sector Specific EF's – Iron and Steel

Other specific emission factors were used for some industrial units, some of them obtained from direct measurements in Large Point Sources (LPS) or result from bibliographic references specific of the industrial sector. Some of the emission factors are used in the process approach and are applied to production data instead of fuel consumption data. These emission factors are listed in the tables below, aggregated by sector and indicating if they only apply to Large Point Sources (LPS).

SO_2 emissions in Iron and Steel are split between the combustion category and the process category. More than 99% of SO_2 emissions are reported under category 2.C.1 *Iron and steel production*. The remaining emissions are related to the combustion of natural gas, LPG, and diesel that occur in steel mills, rolling mills, and emergency engines and emissions are low.

Emission factors for sinter in iron and steel integrated plan are reported in Industrial Processes chapter 4.4.1 – Iron and Steel Production.

Table 3-26: Emission factors from sinter production and pig iron production in LPS units in iron and steel sector (Integrated iron and steel facility)

Pollutant	Sinter		Blastfurnace		Source
	EF	Unit	EF	Unit	
NO_x (as NO_2)	558	g/ton sinter	8	g/ton pig iron	Source: Tables 3-7 and 3-8, Vol. 1.A.2, 2023 EMEP Guidebook
SO_x (as SO_2)	463	g/ton sinter	38	g/ton pig iron	
NH_3	NA	-	NA	-	
CO	18 000	g/ton sinter	27	g/ton pig iron	

Table 3-27: Emission factors from combustion in LPS units in iron and steel sector

Pollutant	Fuel				Unit
	Fuel Oil / Diesel	Coke Oven Gas / Blast Furnace Gas	Coal Tar / Residual Fuel Oil	Natural Gas / LPG	
NO_x (as NO_2)	513	48	398	74	g/GJ
NMVOC	25	1.6	0.19	23	g/GJ
SO_x (as SO_2)	47	0.281	46.5	0.67	g/GJ
NH_3	NA	NA	NA	NA	-
$PM_{2.5}$	20	0.2	1.95	0.78	g/GJ
PM_{10}	20	0.2	1.95	0.78	g/GJ
TSP	20	0.2	1.95	0.78	g/GJ
BC	56	2.5	33.5	4	% of $PM_{2.5}$
CO	66	4.8	1.49	29	g/GJ
Pb	0.08	0.0015	0.0069	0.011	mg/GJ
Cd	0.006	0.00025	0.0012	0.0009	mg/GJ
Hg	0.12	0.1	0.053	0.54	mg/GJ
As	0.03	0.12	0.0023	0.1	mg/GJ
Cr	0.2	0.00076	0.28	0.013	mg/GJ
Cu	0.22	0.000076	0.17	0.0026	mg/GJ
Ni	0.008	0.00051	0.0023	0.013	mg/GJ
Se	0.11	0.0112	0.0023	0.058	mg/GJ
Zn	29	0.0015	0.44	0.73	mg/GJ
PCDD/ PCDF (dioxins/ furans)	1.4	NE	NE	0.52	g I-TEQ
Benzo(a) pyrene	1.9	0.56	NE	0.72	µg/GJ
Benzo(b) fluoranthene	15	1.58	NE	2.9	µg/GJ
Benzo(k) fluoranthene	1.7	1.11	NE	1.1	µg/GJ
Indeno (1,2,3-cd) pyrene	1.5	8.36	NE	1.08	µg/GJ
Total PAH's	20.1	11.61	0	5.8	µg/GJ
HCB	NE	NE	NE	NE	-
PCBs	NE	NE	NE	NE	-
Source: Tables 3-3, 3-4, 3-7 and 3-8, Vol. 1.A.2, 2023 EMEP Guidebook					

3.3.3.6 Sector Specific EF's – Pulp and Paper

For paper and pulp industrial sector, efforts were made to improve the emission estimation by reviewing and updating emission factors when possible. To this end, new EF data sources were used (EEA, 2009) as well as an in-depth revision of the plant specific emission factors. The EFs used for this industrial sector (LPS estimation only) can be found in the next tables.

Table 3-28: Emission factors used in LPS units in the Paper Pulp Industry: Ozone precursors from combustion – Energy Approach – International EF sources

Equipment	Fuel	NAPFUE		NO_X EF (g/GJ)	NMVOC EF (g/GJ)	CO EF (g/GJ)
Auxiliary Boilers	Residual Oil	L	203	170 - 210	2.3	15.1
	Natural Gas	G	301	70.0	2.0	20.0
Biomass Boilers	Wood Waste	B	111	153.5	7.3	150
	Residual Oil	L	203	-	2.3	15.1
	Natural Gas	G	301	-	1.5	-
	LPG	L	303	-	1.5	-
Recovery Boilers	Residual Oil	L	203	-	-	15.1
	Natural Gas	G	301	-	-	-
	Gas Oil	L	204	-	-	-
	Bisulfite Liquor	B	215	-	-	150.0
	Black Liquor	B	215	-	-	-
	Methanol	B	111	-	-	-
Flare	LPG	L	303	90	3.0	30.0
Lime Kiln	Gasified Biomass	B	111	-	-	-
	Residual Oil	L	203	-	-	-
	Natural Gas	G	301	-	-	-
	Gas Oil	L	204	-	-	-
	NCG	B	111	-	-	-
	Tall-oil	B	111	-	-	-
Static Engine	Gas Oil	L	204	1 450.0	37.1	385.0
Gas Turbine	Natural Gas	G	301	153.0	1.0	39.2

Table 3-29: Emission factors used in LPS units in the Paper Pulp Industry: Ozone precursors from combustion – Production Approach – International EF sources

Equipment	NO_X EF (kg/t pulp)	NMVOC EF (kg/t pulp)
Recovery Boilers	2.0 (i)	0.2 - 0.75
Lime Kiln	-	0.096
(i) Only for Bisulfite.		

Table 3-30: Emission factors used in LPS units in the Paper Pulp Industry: Ozone precursors from combustion – Production Approach and Energy Approach – Plant specific EF

Equipment	Approach	NO_X		CO	
		EF	Unit	EF	Unit
Auxiliary Boilers	Energy	91.2	g/GJ	86.7	g/GJ
Biomass Boilers	Energy	63.17 - 180.5	g/GJ	53.73 – 1 294.0	g/GJ
Recovery Boilers	Production	0.33 - 1.17	kg/t pulp	0.05 - 2.59	kg/t pulp
Lime Kiln	Production	0.12 - 0.22	kg/t pulp	0.01 - 0.07	kg/t pulp

Table 3-31: Emission factors used in LPS units in the Paper Pulp Industry: sulphur oxides (SO_x) emissions – Mass Balance – International EF sources

Equipment	Fuel	NAPFUE		SO_x %
Auxiliary Boilers	Residual Oil	L	203	0.9 - 3.5
	Natural Gas	G	301	0
Biomass Boilers	Wood Waste	B	111	0.03
	Residual Oil	L	203	0.9 - 3.5
	Natural Gas	G	301	0
	LPG	L	303	0
Recovery Boilers	Residual Oil	L	203	-
	Natural Gas	G	301	-
	Gas Oil	L	204	-
	Bisulfite Liquor	B	215	-
	Black Liquor	B	215	-
	Methanol	B	111	-
Flare	LPG	L	303	0
Lime Kiln	Gasified Biomass	B	111	-
	Residual Oil	L	203	-
	Natural Gas	G	301	-
	Gas Oil	L	204	-
	NCG	B	111	-
	Tall-oil	B	111	-
Static Engine	Gas Oil	L	204	0.3
Gas Turbine	Natural Gas	G	301	0

Table 3-32: Emission factors used in LPS units in the Paper Pulp Industry: sulphur oxides (SO_x) emissions – Production Approach – International EF sources

Equipment	SO_x EF (kg/t pulp)
Recovery Boilers	3.5 - 4.5
Lime Kiln	0.15

Table 3-33: Emission factors used in LPS units in the Paper Pulp Industry: Particulate Matter – Energy Approach – International EF sources

Equipment	Fuel	NAPFUE		TSP g/GJ
Auxiliary Boilers	Residual Oil	L	203	20.0
	Natural Gas	G	301	0.5
Biomass Boilers	Wood Waste	B	111	35.0
	Residual Oil	L	203	-
	Natural Gas	G	301	-
	LPG	L	303	-
Recovery Boilers	Residual Oil	L	203	-
	Natural Gas	G	301	-
	Gas Oil	L	204	-
	Bisulfite Liquor	B	215	-
	Black Liquor	B	215	-
	Methanol	B	111	-
Flare	LPG	L	303	0.5
Lime Kiln	Gasified Biomass	B	111	-
	Residual Oil	L	203	-
	Natural Gas	G	301	-
	Gas Oil	L	204	-
	NCG	B	111	-
	Tall-oil	B	111	-
Static Engine	Gas Oil	L	204	28.1
Gas Turbine	Natural Gas	G	301	0.91

Table 3-34: Emission factors used in LPS units in the Paper Pulp Industry: Particulate Matter – Production Approach – International EF sources

Equipment	NO_x EF (kg/t pulp)
Recovery Boilers	1.0 (i)
(i) Only for Bisulfite.	

Table 3-35: Emission factors used in LPS units in the Paper Pulp Industry: Particulate Matter – Production Approach and Energy Approach – Plant specific EF

Equipment	Approach	NO_x EF	Unit
Biomass Boilers	Energy	10.1 - 405.8	g/GJ
Recovery Boilers	Production	0.1 - 1.48	kg/t pulp
Lime Kiln	Production	0.01 - 0.04	kg/t pulp

Table 3-36: Emission factors used in LPS units in the Paper Pulp Industry: Particulate Matter – Fraction of PM_{10}, $PM_{2.5}$ and BC – International EF sources

Equipment	Fuel	NAPFUE		PM_{10} %	$PM_{2.5}$ %	BC % $PM_{2.5}$
Auxiliary Boilers	Residual Oil	L	203	75.0	45.0	56.0
	Natural Gas	G	301	100.0	100.0	4.0
Biomass Boilers	Wood Waste	B	111	71.4	34.3	28.0
	Residual Oil	L	203	75.0	45.0	56.0
	Natural Gas	G	301	100.0	100.0	4.0
	LPG	L	303	100.0	100.0	4.0
Recovery Boilers	Residual Oil	L	203	93.5	67.0	56.0
	Natural Gas	G	301	93.5	53.8	4.0
	Gas Oil	L	204	93.5	53.8	56.0
	Bisulfite Liquor	B	215	93.5	67.0	28.0
	Black Liquor	B	215	93.5	53.8	28.0
	Methanol	B	111	93.5	53.8	28.0
Flare	LPG	L	303	100.0	100.0	4.0
Lime Kiln	Gasified Biomass	B	111	98.3	96.0	28.0
	Residual Oil	L	203	98.3	96.0	56.0
	Natural Gas	G	301	98.3	96.0	4.0
	Gas Oil	L	204	88.5	83.0	56.0
	NCG	B	111	88.5	83.0	28.0
	Tall-oil	B	111	98.3	96.0	28.0
Static Engine	Gas Oil	L	204	79.7	77.2	56.0
Gas Turbine	Natural Gas	G	301	100.0	100.0	4.0

Table 3-37: Emission factors used in LPS units in the Paper Pulp Industry: Heavy Metals – International EF sources

Fuel	Pb	Cd	Hg	As	Cr	Cu	Ni	Se	Zn
	g/t								
Wood	5.00E-02	1.47E-02	1.00E-01	4.27E-02	5.00E-04	1.00E-01	6.03E-03	2.30E-02	2.00E+00
Gasified Biomass	5.00E-02	1.47E-02	1.00E-01	4.27E-02	5.00E-04	1.00E-01	6.03E-03	2.30E-02	2.00E+00
Residual Oil	9.31E-01	6.84E-01	5.07E-01	5.56E-01	1.70E+00	7.41E-01	2.69E+01	6.84E-02	1.90E+00
Natural Gas	8.00E-03	1.76E-02	4.16E-03	3.20E-03	2.24E-02	1.36E-02	3.36E-02	3.84E-04	4.64E-01
Gas Oil	5.93E-01	3.96E-02	1.69E-02	6.38E-02	2.61E-01	6.50E-01	6.00E-02	3.66E-02	4.33E-01
Bisulfite Liquor	5.00E-02	1.47E-02	1.00E-01	4.27E-02	5.00E-04	1.00E-01	6.03E-03	2.30E-02	2.00E+00
Black Liquor	5.00E-02	1.47E-02	1.00E-01	4.27E-02	5.00E-04	1.00E-01	6.03E-03	2.30E-02	2.00E+00
Methanol	9.52E-03	2.09E-02	4.95E-03	3.81E-03	2.67E-02	1.62E-02	4.00E-02	4.57E-04	5.52E-01
NCG	8.00E-03	1.76E-02	4.16E-03	3.20E-03	2.24E-02	1.36E-02	3.36E-02	3.84E-04	4.64E-01
LPG	9.52E-03	2.09E-02	4.95E-03	3.81E-03	2.67E-02	1.62E-02	4.00E-02	4.57E-04	5.52E-01
Tall-oil	5.00E-02	1.47E-02	1.00E-01	4.27E-02	5.00E-04	1.00E-01	6.03E-03	2.30E-02	2.00E+00
(i) Except for Natural Gas and NCG which is g/km3									

Table 3-38: Emission factors used in LPS units in the Paper Pulp Industry: Dioxins/Furans and PAH – International EF sources

Equipment	Fuel	NAPFUE		DioxFur ng TEQ/GJ	PAH mg/GJ
Auxiliary Boilers	Residual Oil	L	203	2.5	0.007
	Natural Gas	G	301	2.0	0.003
Biomass Boilers	Wood Waste	B	111	50.0	1.53
	Residual Oil	L	203	2.5	0.007
	Natural Gas	G	301	0.5	0.003
	LPG	L	303	0.5	0.003
Recovery Boilers	Residual Oil	L	203	2.5	0.007
	Natural Gas	G	301	0.5	0.003
	Gas Oil	L	204	0	0.91
	Bisulfite Liquor	B	215	0	0
	Black Liquor	B	215	0	0
	Methanol	B	111	0	0
Flare	LPG	L	303	2	0.003
Lime Kiln	Gasified Biomass	B	111	50	1.53
	Residual Oil	L	203	2.5	0.007
	Natural Gas	G	301	0.5	0.003
	Gas Oil	L	204	0	0.91
	NCG	B	111	0	0
	Tall-oil	B	111	0	0
Static Engine	Gas Oil	L	204	0	0.90
Gas Turbine	Natural Gas	G	301	0.5	0.003

3.3.3.7 Sector Specific EF's – Mineral Industry

For the cement sector, emissions were estimated using either activity data as energy consumption (energy approach) or either cement produced (production approach), although both represent similar emissions in cement kiln. Emission factors will not be presented in this report because of confidentiality issues (please see Activity Data chapter for more explanations). Most emission factors result from plant specific emission factors developed from monitoring at each installation.

Table 3-39: Emission Factors for ceramic production using the Production Approach: Indirect Ozone Precursor gases and SO_x

	Fuel		NAPFUE	NO_X (kg/t)	SO_X (kg/t)	NMVOC (kg/t)
Bricks and roof tiles [a]	LPG	L	303	0.45	1.50	0.03
	Residual Oil	L	203	0.45	1.13	0.03
	Natural Gas	G	301	0.45	1.50	0.03
	Biomass Wood	B	111	0.47	0.39	0.09
Tiles & other construction materials [a]	LPG	L	303	0.27	0.01	0.22
	Residual Oil	L	203	0.27	62.48	0.22
	Natural Gas	G	301	0.27	0.05	0.22
	Biomass Wood	B	111	0.27	0.14	0.22
Refractory [b]	LPG	L	303	0.87	3.80	0.03
	Residual Oil	L	203	0.87	3.80	0.03
	Natural Gas	G	301	0.87	3.80	0.03
	Biomass Wood	B	111	0.87	3.80	0.09
Other Ceramic [c]	LPG	L	303	0.27	0.01	0.22
	Residual Oil	L	203	0.27	62.48	0.22
	Natural Gas	G	301	0.27	0.05	0.22
	Biomass Wood	B	111	0.27	0.14	0.22

Source: (a) USEPA (1997); (b) USEPA (1995f); (c) USEPA (1996c)

Table 3-40: Emission Factors for ceramic production using the Production Approach: Particulate Matter

	Fuel		Code	TSP (kg/t)	PM_{10} (% TSP)	$PM_{2.5}$ (% TSP)	BC (%$PM_{2.5}$)
Bricks and roof tiles [a]	LPG	L	303	0.14	100	100	4.0
	Residual Oil	L	203	0.14	88	88	56.0
	Natural Gas	G	301	0.14	100	100	4.0
	Biomass Wood	B	111	0.13	62	62	28.0
Tiles & other construction materials [a]	LPG	L	303	11	27	27	4.0
	Residual Oil	L	203	11	27	27	56.0
	Natural Gas	G	301	11	27	27	4.0
	Biomass Wood	B	111	11	27	27	28.0
Refractory [b]	LPG	L	303	68	25	25	4.0
	Residual Oil	L	203	68	25	25	56.0
	Natural Gas	G	301	68	25	25	4.0
	Biomass Wood	B	111	68	25	25	28.0
Other Ceramic [c]	LPG	L	303	11	27	27	4.0
	Residual Oil	L	203	11	27	27	56.0
	Natural Gas	G	301	11	27	27	4.0
	Biomass Wood	B	111	11	27	27	28.0

Source: (a) USEPA (1997); (b) USEPA (1995f); (c) USEPA (1996c)

3.3.4 Recalculations

In the 2025 submission, the main recalculations related to GHG emissions in category 1.A.2 result from the update of fuel consumption data, following the publication of the revised 2021 and 2022 Energy Balance. Updates to the biodiesel percentage for the years 2006–2022 led to minor recalculations for 1.A.2.c (Chemicals), 1.A.2.d (Pulp, Paper and Print), 1.A.2.e (Food Processing, Beverages and Tobacco), 1.A.2.f (Non-metallic Minerals) and 1.A.2.g.viii (Other Industry) categories for 2006-2007 and 2018-2022 periods. Additionally, the following updates took place for the next categories:

1.A.2.a (Iron & Steel)

- Correction of emission factors (EFs) for atmospheric pollutants from diesel (generator). During the 2023 NECD review, Portugal identified a potential underestimation of SO_X emissions from diesel combustion in the Iron & Steel sector (1.A.2.a), as the EF T1 for gaseous fuels had been mistakenly used instead of the EF T1 for liquid fuels. However, this underestimation accounted for only 0.0001% of total SO_X emissions, well below the significance threshold. Consequently, all EFs for diesel combustion in generators used in this sector were reviewed and revised, with the correction implemented in the present submission. This action resulted in recalculations for the entire time series of atmospheric pollutants in this subcategory.

1.A.2.f (Non-metallic Minerals)

- **Cement**: recalculations for 2021 and 2022 due to a correction in the allocation of fuel oil and petroleum coke consumption from one cement facility;
- **Lime**: recalculations due to a detected error in the formula used to estimate CO emissions from diesel (2017–2022) and biomass (2021–2022), as well as NMVOC emissions from biomass (2021–2022) from one lime facility; recalculation of NO_X, SO_X, and CO emissions in 1991 due to an update in the 1991 activity data for lime production from INE, due to a compilation error;
- **Ceramics**: update of electricity consumption values in the ceramics industry for 2021–2022; update of IAPI/INE data on ceramics product production for 2021–2022, upon outlier corrections in INE dataset.

3.3.5 Further Improvements

The most important improvement in this sector is the continuing streamline with EU-ETS and DGEG's energy balance, mainly for sectors like Chemical industry. Also, efforts should be made to expand the estimation and use of plant specific emission factors with data from Self-Control Program (*Programa Autocontrolo).*

It was also identified the need to improve the data sets related to the consumption of biomass, heating oil and the incorporation of biofuels.

3.4 Transport (NFR 1.A.3)

3.4.1 Civil Aviation (NFR 1.A.3.a)

3.4.1.1 Category description

Emissions from aviation come from the combustion of jet fuel and aviation gasoline. Emissions from combustion in aircraft mobile activities comprehend all air emissions associated with fuel combustion in airplanes, either realized in passenger or freight planes, and either realized during flight or in land activities: idle and taxi. Aircraft operations are divided into:

- Landing/Take-off cycle and;
- Cruise.

Emissions from military aircraft are included in sector 1.A.5 Other Mobile Sources.

3.4.1.2 Methodology

The method to estimate emissions from jet fuel consumption is a Tier 3 method according with EMEP/EEA Guidebook (see figure below). This method uses data from individual flights with information on the origin and destination, aircraft type, engines type, and date of the flight. This method provides a good accurate separation between domestic and international flights.

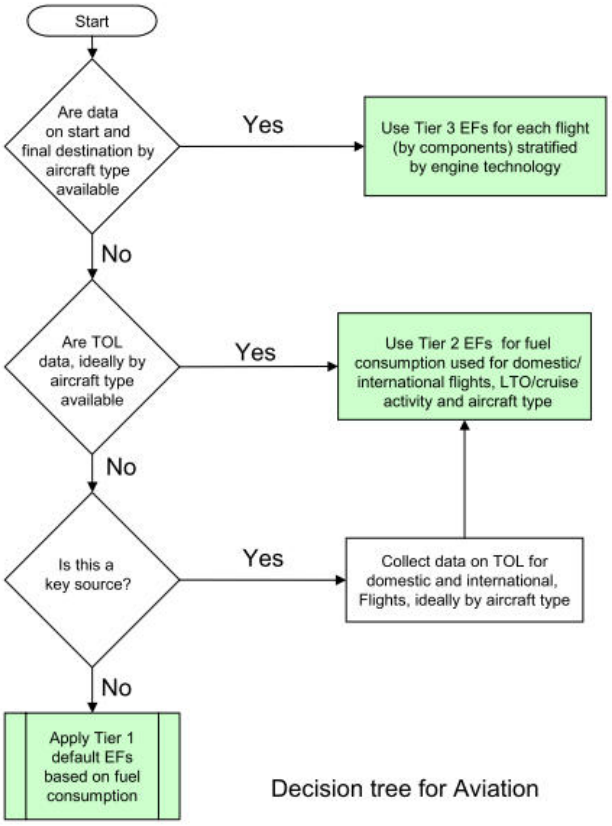


Figure 3-31: Decision tree for emissions from aviation (EMEP/EEA, 2019)

The method to estimate emissions from aviation gasoline is a Tier 1 method which is based primarily in energy statistics.

The choice of methods allows the harmonization between inventories covering greenhouse gas emissions and inventories covering air pollutants.

The IIR covers LTO emissions from either domestic or international flights. Cruise emissions, realized above 3000 ft, although excluded from the IIR coverage are reported as memo item.

Emissions and consumption are estimated for each airport allowing spatial allocation for mainland and islands.

The model developed by the inventory team at the Portuguese environmental Agency, provides the necessary disaggregation to fulfill the report needs of the IIR.

Emissions are calculated separately for:

- Landing and Take-off Cycle emissions (LTO_{Cycle}). Emissions from activities realized near airport in the ground and on flight under an altitude of 3000 feet (914 m): idle, taxi-in, taxi-out, take-off, climbing and descending;
- Cruise emissions. All emissions realized above 3000 feet, including ascend and descend between cruise altitude and 3000 feet;
- Fuel type: jet fuel and aviation gasoline. Jet fuel is used mostly in large commercial aircraft. Aviation gasoline is used in piston engine aircrafts;
- Origin and destination of the flight;
- Movement type: arrival and departure;
- Aircraft type.

3.4.1.2.1 Landing/Take-off Cycle

The general approach to estimate emissions during LTO_{Cycle} is:

$$Emission_{LTO(p,d,a,s,y)} = Emission_{Arrival(p,d,a,s,y)} + Emission_{Departure(p,d,a,s,y)}$$
$$Emission_{Arrival(p,d,a,s,y)} = N_{Arrival(d,a,s,y)} \times EF_{Arrival(p,s)} \times 10^{-3}$$
$$Emission_{Departure(p,d,a,s,y)} = N_{Departure(d,a,s,y)} \times EF_{Departure(p,s)} \times 10^{-3}$$

Where:

$Emission_{LTO\ (p,d,a,s,y)}$ – Emissions of pollutant p from origin/destiny d in airport a performed by aircraft s during year y (t/yr)

$Emission_{Arrival(p,d,a,s,y)}$, $Emission_{Departure(p,d,a,s,y)}$ – Arrival and departure emissions of pollutant p from, respectively, origin and destiny d in airport a performed by aircraft s during year y (t/yr)

$N_{arrival}$, $N_{departure}$ – Number of arrival and departure movements performed in year y, by aircraft s in airport a from origin/destiny d

$EF_{Arrival(p,s)}$ – Sum of approach and taxi-in emission factor for pollutant p and aircraft s (kg/movement)

$EF_{Departure(p,s)}$ – Sum of taxi-out, take-off and climb emission factor for pollutant p and aircraft s (kg/movement)

p – pollutant

d – origin/destination

a – airport

s – aircraft

y – year

However, the aircraft type is not always available. For these cases the approach is based on an airport specific emission factor as follows:

$$Emission_{LTO(p,d,a,y)} = Emission_{Arrival(p,d,s,y)} + Emission_{Departure(p,d,a,y)}$$
$$Emission_{Arrival(p,d,a,y)} = N_{Arrival(d,a,y)} \times EF_{Arrival(p,a)} \times 10^{-3}$$
$$Emission_{Departure(p,d,a,y)} = N_{Departure(d,a,y)} \times EF_{Departure(p,a)} \times 10^{-3}$$

Figure below outlines the process whereby LTO_{Cycle} emissions are estimated.

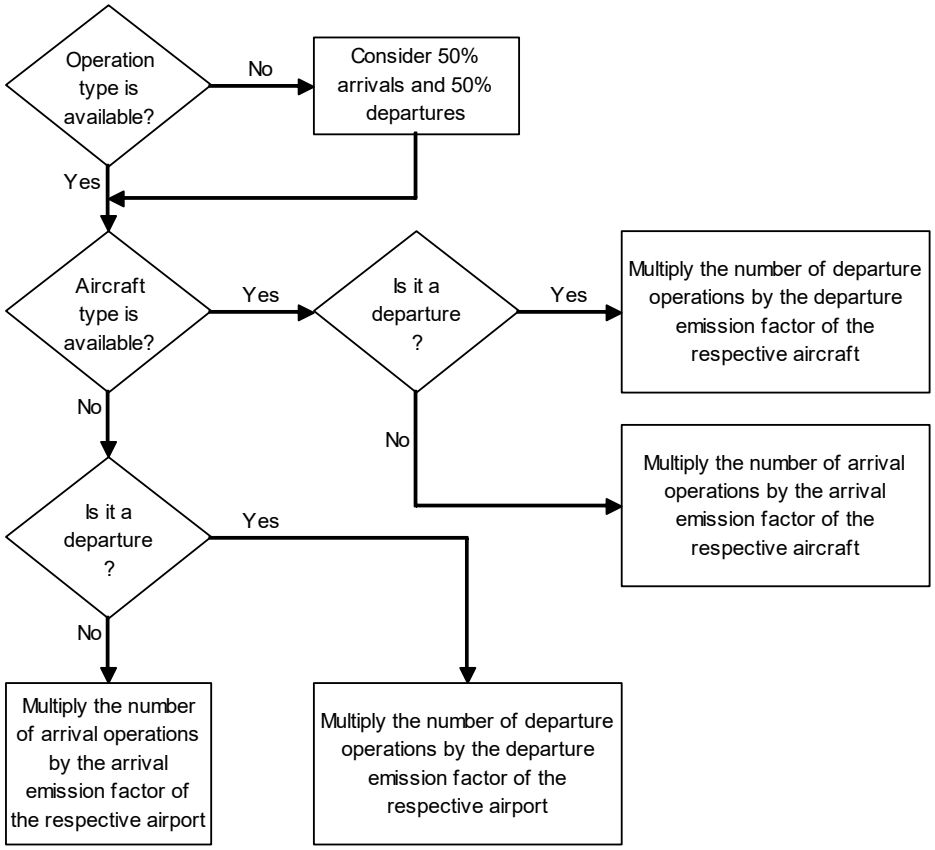


Figure 3-32: Decision tree for LTOCycle emission calculation

3.4.1.2.2 Cruise

Domestic cruise emissions are estimated based on aircraft movement data. The approach relies on a origin and destination matrix. The distances between airports are calculated from an airport coordinates database (Partow, 2003) applied to a great circle distance algorithm (GCD) assuming the Earth as a perfect sphere. Emission factors are given for each aircraft type and for a specific flight distance. International cruise emissions are estimated from fuel consumption. The international fuel consumption is estimated by subtracting the LTO_{Cycle} and the domestic cruise fuel from the total fuel sales.

$$Emission_{cruise(p,d,a,s,y)} = N_{LTO(d,a,s,y)} \times EF_{cruise(p,d,s,t,y)} \times 10^{-3}$$

Where:

$Emission_{cruise(p,d,a,s,y)}$ – Domestic cruise emissions of pollutant p resulting from flight with origin/destiny d in airport a performed by aircraft s during year y (t/yr)

$N_{LTO(d,a,s,y)}$ – number domestic LTO from origin/destiny d in airport a performed by aircraft type s during year y

$EF_{cruise(p,d,a,s,t,y)}$ – Emission factor for pollutant p specific for flight with origin/destination d taking time t performed by aircraft type s in year y (kg/LTO)

In national airports, the same national flight is registered in origin airport as a departure and in destiny airport as an arrival, therefore, the number of national movements must be divided by two to avoid double counting.

3.4.1.3 Emission Factors

3.4.1.3.1 LTO

3.4.1.3.1.1 Aircraft Based LTO Emission Factors

Emissions factors for LTO were set for each aircraft type according to information from ICAO Emission Factor Databank which contains emission factors for each operation condition: idle, take off, climb out and approach conditions. Emissions factors for arrival and departure were than set from the default time in mode proposed by FAEED table and from the emission factor for each operation condition where:

- Departure includes taxi-out (idle), take off and climb out modes;
- Arrival includes approach and taxi in (idle) conditions.

Table 3-41: Emissions factors for most common aircraft movements in national airports

Aircraft	Take-off (kg/movement)					Land (kg/movement)				
	FC	HC	CO	NO_x	PM	FC	HC	CO	NO_x	PM
Airbus A318/319/320/321	674.7	1.8	15.6	26.5	6.3	273.0	0.7	6.1	4.7	3.0
Airbus A320-100/200	674.7	1.8	15.6	26.5	6.3	273.0	0.7	6.1	4.7	3.0
Airbus A319	546.4	0.8	8.7	15.1	5.1	224.6	0.3	3.7	2.9	2.4
British Aerospace ATP	813.2	1.4	15.5	27.3	7.6	354.5	0.6	6.6	5.7	3.9
Boeing 737 all pax models	685.2	4.4	16.3	13.4	6.3	287.4	1.9	7.8	2.9	3.1
Fokker 100	481.0	1.9	12.4	9.5	4.4	202.8	0.8	5.3	1.7	2.1
Shorts SD.360	63.9	8.7	10.0	0.5	0.6	34.1	4.0	4.9	0.2	0.4
Embraer RJ135 / RJ140 / RJ145	232.5	0.8	5.3	4.9	2.2	105.2	0.4	2.4	1.2	1.1
Airbus A321-100/200	674.7	1.8	15.6	26.5	6.3	273.0	0.7	6.1	4.7	3.0
Embraer RJ145 Amazon	232.5	0.8	5.3	4.9	2.2	105.2	0.4	2.4	1.2	1.1
Boeing 757 all pax models	804.2	1.4	15.5	27.3	7.5	328.7	0.6	6.5	5.2	3.6
Boeing 737-800 (winglets) pax	581.4	1.3	11.3	16.7	5.4	243.2	0.5	4.7	3.9	2.6
Airbus A310-200 Freighter	996.1	4.7	20.7	37.3	9.4	421.2	1.9	8.9	6.9	4.7
Airbus A310 all pax models	1136.9	1.3	9.0	50.1	10.5	499.0	0.5	3.8	8.0	5.4
Cessna 172 Mescalero	2.5	0.1	2.2	0.0	0.0	1.4	0.0	1.5	0.0	0.0
Boeing 757 Mixed Configuration	804.2	1.4	15.5	27.3	7.5	328.7	0.6	6.5	5.2	3.6
Fairchild Dornier Do.228	111.3	5.4	14.7	2.3	1.0	54.2	2.4	7.7	0.6	0.6
Boeing 737-300 Freighter	548.5	1.2	18.4	11.3	5.1	235.0	0.5	7.6	3.1	2.5
McDonnell Douglas MD80	656.6	2.7	9.3	16.5	6.1	281.9	1.5	4.6	3.8	3.0
Beechcraft 1900/1900C/1900D	131.6	16.2	16.2	1.5	1.2	60.5	6.8	8.7	0.4	0.6
Boeing 737-700 (winglets) pax	505.6	1.5	12.1	12.1	4.7	215.5	0.5	5.2	3.2	2.3
CASA / IPTN 212 Aviocar	378.0	4.2	14.2	11.0	3.5	171.1	1.9	7.0	2.3	1.9
Boeing 737-500 pax	548.5	1.2	18.4	11.3	5.1	235.0	0.5	7.6	3.1	2.5
Beechcfrat 1900/1900C	131.6	16.2	16.2	1.5	1.2	60.5	6.8	8.7	0.4	0.6
Aerospatiale Fennec (AS-550)	94.1	1.5	3.4	1.3	1.0	94.1	1.5	3.4	1.3	1.1
Dassault (Breguet Mystere) Falcon	42.2	0.4	2.0	0.9	0.4	34.1	0.4	2.4	0.3	0.3
Airbus A340 all models	1376.4	11.8	74.4	106.1	12.8	557.3	4.4	28.6	18.2	6.1
Boeing 767 all pax models	996.1	4.7	20.7	37.3	9.4	421.2	1.9	8.9	6.9	4.7
Mooney M-20	3.0	0.1	3.1	0.0	0.0	2.1	0.0	2.5	0.0	0.0

3.4.1.3.1.2 Airport Based LTO Emission Factors

Specific airport LTO emission factors were needed for movements where information about the aircraft type was not available. Therefore, weighted averaged departure and arrival emission factors were estimated from the fleet composition for each airport and year. This set of averaged airport based LTO emission factors, was used mainly in movements from 1990 to 1999 since this was the period for which information on aircraft characteristics was scarce.

Table 3-42: Airport based LTO emission factors (kg/movement)

Airport	Operation	Parameter	1990	1995	2000	2005	2010	2015	2020	2022	2023
Lisboa (LIS)	Take-off	Fuel Consumption	670.2	608.9	567.4	452.6	451.6	468.4	453.3	415.5	454.1
		VOC	16.4	14.9	15.2	9.3	2.8	2.3	2.5	2.1	2.0
		CO	37.1	33.7	35.4	21.5	13.8	12.8	13.7	11.7	12.0
		NOx	26.3	23.9	23.6	16.2	15.9	17.1	16.1	14.6	16.1
		PM_{10}	6.2	5.6	5.2	4.2	4.2	4.4	4.2	3.9	4.2
	Landing	Fuel Consumption	291.0	264.4	240.2	204.2	206.6	223.7	194.7	182.2	198.7
		VOC	7.0	6.4	6.0	4.4	1.5	1.2	1.3	1.2	1.1
		CO	17.8	16.2	16.3	11.1	7.0	6.5	6.4	5.8	5.9
		NOx	4.9	4.4	4.3	3.3	3.4	3.8	3.3	3.0	3.3
		PM_{10}	3.1	2.8	2.6	2.2	2.2	2.4	2.1	2.0	2.1
Porto (OPO)	Take-off	Fuel Consumption	530.0	481.5	401.1	374.4	427.6	358.1	374.0	352.1	355.3
		VOC	8.2	7.5	6.5	4.1	3.3	2.6	2.2	2.2	2.2
		CO	26.3	23.9	23.0	13.7	12.8	10.7	11.2	10.6	10.6
		NOx	19.1	17.3	15.0	11.9	14.7	11.9	12.5	11.4	11.7
		PM_{10}	4.9	4.5	3.7	3.5	4.0	3.3	3.5	3.3	3.3
	Landing	Fuel Consumption	236.2	214.6	181.3	172.9	191.7	171.1	170.8	161.3	157.8
		VOC	3.7	3.3	2.9	2.2	1.6	1.4	1.3	1.2	1.2
		CO	12.7	11.5	11.1	7.2	6.3	5.8	6.0	5.6	5.4
		NOx	3.8	3.5	3.0	2.6	3.2	2.8	2.9	2.6	2.5
		PM_{10}	2.5	2.3	1.9	1.9	2.1	1.8	1.8	1.7	1.7
Faro (FAO)	Take-off	Fuel Consumption	514.8	467.7	443.6	348.7	339.1	263.5	245.8	205.8	240.8
		VOC	5.3	4.8	4.9	3.0	2.4	2.1	2.1	1.9	2.1
		CO	19.2	17.4	17.2	12.2	11.0	8.5	8.0	7.4	8.5
		NOx	17.4	15.8	16.0	11.0	10.0	7.7	7.2	5.6	7.2
		PM_{10}	4.8	4.3	4.1	3.2	3.1	2.4	2.3	1.9	2.2
	Landing	Fuel Consumption	231.8	210.6	198.9	158.2	161.1	139.3	119.1	106.8	116.9
		VOC	2.7	2.5	2.5	1.7	1.4	1.4	1.5	1.4	1.4
		CO	10.0	9.1	9.0	6.5	5.9	5.0	4.8	4.6	5.0
		NOx	3.5	3.2	3.1	2.3	2.4	2.0	1.7	1.5	1.7
		PM_{10}	2.5	2.3	2.1	1.7	1.7	1.5	1.3	1.1	1.2
Santa Maria (SMA)	Take-off	Fuel Consumption	424.1	385.3	328.4	393.3	446.6	335.2	157.2	155.9	160.4
		VOC	9.2	8.3	9.8	7.6	5.2	2.0	0.9	1.1	1.1
		CO	23.1	21.0	22.2	19.1	17.6	10.2	4.9	5.9	5.4
		NOx	16.3	14.8	12.0	16.0	20.0	12.4	4.1	4.3	4.5
		PM_{10}	3.9	3.6	3.0	3.7	4.2	3.1	1.4	1.4	1.5
	Landing	Fuel Consumption	216.1	196.3	169.9	196.1	223.3	178.3	91.9	97.9	101.2
		VOC	4.6	4.1	4.9	3.4	2.6	1.3	0.8	0.9	0.9
		CO	13.2	12.0	12.4	10.7	9.8	6.6	4.1	4.6	4.4
		NOx	3.6	3.2	2.6	3.6	4.3	3.3	1.1	1.2	1.4
		PM_{10}	2.3	2.1	1.8	2.1	2.4	1.9	0.9	1.0	1.0
Ponta Delgada (PDL)	Take-off	Fuel Consumption	616.3	559.9	895.0	403.0	475.3	525.1	362.6	278.2	355.0
		VOC	7.7	7.0	10.1	3.8	2.7	2.3	1.2	1.1	1.4
		CO	19.5	17.7	24.2	12.4	12.6	13.7	8.9	6.8	8.9
		NOx	20.4	18.6	31.5	13.0	15.9	20.3	11.3	8.4	11.8
		PM_{10}	5.7	5.2	8.3	3.8	4.4	4.9	3.4	2.6	3.3
	Landing	Fuel Consumption	285.0	258.9	414.5	175.7	202.8	243.4	164.0	140.0	161.7
		VOC	4.4	4.0	7.6	1.8	1.3	1.1	0.7	0.7	0.8
		CO	11.2	10.2	16.4	6.2	6.3	6.5	4.9	4.3	4.9
		NOx	4.1	3.7	6.3	2.6	3.1	4.3	2.4	2.0	2.5
		PM_{10}	3.1	2.8	4.5	1.9	2.2	2.6	1.8	1.5	1.7

Airport	Operation	Parameter	1990	1995	2000	2005	2010	2015	2020	2022	2023
Horta (HOR)	Take-off	Fuel Consumption	457.9	416.0	783.6	287.9	405.3	263.2	437.9	326.7	357.8
		VOC	3.8	3.5	1.8	4.8	3.6	1.0	1.8	1.4	1.1
		CO	13.0	11.8	15.6	10.6	10.7	6.6	10.1	11.5	8.1
		NOx	14.4	13.1	25.7	8.5	13.1	8.9	14.9	10.8	11.6
		PM_{10}	4.3	3.9	7.3	2.7	3.8	2.5	4.1	3.1	3.3
	Landing	Fuel Consumption	219.8	199.6	337.9	146.4	194.9	163.8	185.3	153.5	161.2
		VOC	1.8	1.7	0.7	2.1	1.9	0.7	1.0	1.0	0.9
		CO	6.8	6.2	6.7	5.6	5.7	4.6	5.0	6.2	4.5
		NOx	3.2	2.9	5.3	2.0	2.9	2.5	2.9	2.3	2.4
		PM_{10}	2.4	2.2	3.7	1.6	2.1	1.8	2.0	1.7	1.7
Flores (FLW)	Take-off	Fuel Consumption	422.4	383.8	299.1	359.5	343.4	380.6	615.5	724.5	707.2
		VOC	5.3	4.8	4.3	5.3	3.9	1.0	1.3	1.4	1.4
		CO	14.2	12.9	9.3	11.8	9.5	7.4	12.1	13.8	13.4
		NOx	13.0	11.8	8.9	10.8	10.6	12.2	20.9	24.7	24.1
		PM_{10}	4.0	3.6	2.8	3.4	3.2	3.6	5.8	6.8	6.6
	Landing	Fuel Consumption	227.7	206.8	164.9	170.2	176.2	210.6	278.7	317.6	301.3
		VOC	2.2	2.0	1.9	2.6	1.9	0.7	0.6	0.6	0.6
		CO	7.5	6.8	5.1	6.6	5.0	4.3	5.7	5.9	5.4
		NOx	3.4	3.1	2.4	2.4	2.4	3.0	4.4	5.0	4.6
		PM_{10}	2.5	2.3	1.8	1.9	1.9	2.3	3.0	3.5	3.3
Funchal (FNC)	Take-off	Fuel Consumption	623.5	566.5	465.6	466.6	469.7	448.7	410.7	387.8	390.7
		VOC	5.9	5.4	4.5	2.7	1.7	1.4	1.4	1.4	1.6
		CO	20.2	18.3	15.1	13.0	12.1	10.6	9.5	9.1	9.6
		NOx	19.3	17.6	14.0	15.2	14.6	14.0	13.2	12.4	12.4
		PM_{10}	5.8	5.2	4.3	4.3	4.4	4.2	3.8	3.6	3.6
	Landing	Fuel Consumption	280.8	255.1	210.8	206.3	209.3	205.1	179.5	184.5	184.0
		VOC	2.9	2.7	2.2	1.5	0.9	0.8	0.9	0.8	0.9
		CO	10.3	9.4	7.9	6.5	5.7	5.2	4.8	4.8	4.9
		NOx	4.0	3.7	2.9	3.2	3.2	3.1	2.8	2.9	2.8
		PM_{10}	3.0	2.7	2.3	2.2	2.3	2.2	1.9	2.0	2.0
Porto Santo (PXO)	Take-off	Fuel Consumption	561.0	509.6	534.2	438.3	447.3	443.3	366.2	397.2	487.0
		VOC	7.9	7.2	4.8	6.7	2.8	1.5	1.1	1.2	2.3
		CO	25.0	22.7	15.8	19.3	14.1	12.2	8.0	9.3	12.8
		NOx	18.6	16.9	18.4	16.0	13.9	13.7	10.8	12.3	17.6
		PM_{10}	5.2	4.7	4.9	4.1	4.2	4.1	3.4	3.7	4.5
	Landing	Fuel Consumption	277.8	252.4	238.5	196.3	207.6	218.0	174.0	198.2	215.1
		VOC	3.2	2.9	2.3	2.8	1.2	0.7	0.7	0.7	1.1
		CO	12.0	10.9	8.1	8.8	6.6	6.1	4.3	4.6	5.9
		NOx	4.1	3.7	4.0	3.2	3.1	3.3	2.5	3.0	3.5
		PM_{10}	3.0	2.7	2.6	2.1	2.2	2.4	1.9	2.1	2.3
Terceira (TER)	Take-off	Fuel Consumption	958.6	870.9	743.3	847.6	623.2	702.0	484.7	373.8	392.6
		VOC	7.4	6.7	5.7	8.9	5.5	2.6	1.9	2.1	1.6
		CO	28.2	25.6	21.8	29.0	18.7	17.2	12.1	10.3	10.1
		NOx	39.1	35.6	30.3	36.8	23.4	29.1	17.5	13.2	14.1
		PM_{10}	9.0	8.1	7.0	7.9	5.8	6.6	4.5	3.5	3.7
	Landing	Fuel Consumption	391.8	355.9	303.8	338.7	262.6	287.7	219.5	184.2	179.7
		VOC	3.0	2.7	2.3	3.3	2.3	1.1	1.1	1.2	1.1
		CO	11.8	10.7	9.1	11.9	8.5	7.0	6.3	5.9	5.7
		NOx	6.9	6.3	5.4	6.4	4.6	5.3	3.6	3.0	2.9
		PM_{10}	4.3	3.9	3.3	3.7	2.9	3.1	2.4	2.0	1.9

3.4.1.3.2 Cruise Emissions

3.4.1.3.2.1 Aircraft Based Cruise Emissions

Cruise emissions were estimated from EMEP/CORINAR detailed methodology. Cruise emissions are given for typical cruise distances (see EMEP/CORINAIR Emission Inventory Guidebook, December 2001: ppB851-22, Table 8.4; Annex 1; Annex 2). This information was used to derive emissions for specific distances according with a trend line established between discrete samples provided in the EMEP/CORINAIR Emission Inventory Guidebook.

The table below shows an example of cruise emission for Airbus and Boeing models.

Table 3-43: Cruise emissions and fuel consumption

Aircraft	Distance (km)	Fuel Consumption (kg)	NO_X (kg)	HC (g)	CO (g)
Airbus A310 all pax models	0	0	0	0	0
	232	1 270	30	290	1587
	463	2 359	49	490	2651
	926	4 450	64	763	3848
	1389	6 541	89	1026	4913
	1852	8 632	113	1288	5977
	2778	12 992	166	1836	8193
	3704	17 441	214	2378	10345
	4630	22 159	273	2960	12678
	5556	27 135	340	3585	15206
	6482	32 223	408	4223	17790
Airbus A318/319/320/321	0	0	0	0	0
	232	842	17	149	1096
	463	1 695	27	267	1742
	926	2 858	45	508	3108
	1389	3 903	56	684	3571
	1852	5 225	73	915	4688
	2778	7 530	99	1311	6166
	3704	10 064	130	1747	7849
	4630	12 639	159	2189	9532
Boeing 727 all pax models	0	0	0	0	0
	231.5	1303.9	11	907	3459
	463	2341.8	17	2206	5869
	926	4247.3	43	2311	8837
	1389	6080.4	58	3072	11842
	1852	8058.3	74	3746	14568
	2778	12131.4	108	5279	20688
	3704	16459.4	147	6871	27075
	4630	20825.2	185	8477	33515

Source: EMEP/CORINAIR

3.4.1.3.2.2 Airport Based Cruise Emissions

Averaged airport cruise emission factors were needed for movements where information about the aircraft type was not available. For this purpose, weighted averaged cruise emission factors were estimated from the fleet profile in each airport, year and origin/destination.

Again, this set of averaged airport based cruise emissions, were used mainly in movements from 1990 to 1999 since this was the period for which information on aircraft characteristics was scarce.

3.4.1.3.3 Correspondence between aircraft type and representative aircraft

The availability of emissions factor is limited to a certain number of engines and frames. Therefore, a representative aircraft is needed when an emission factor is not available for a specific airplane. The table 5 in ANNEX C shows the correspondence between aircrafts and representative aircrafts for LTO and cruise emissions factors.

3.4.1.3.4 Fuel dependent emission factors

Fuel dependent emission factors were set for SO_2 (0.04%) and heavy metals. The LHV for Aviation Gasoline (44 Mj/kg) and Jet Fuel (43 MJ/kg) were obtained from the national energy authority (DGEG).

Table 3-44: Heavy Metals fuel dependent emission factors

Fuel	Aviation Gasoline			Jet Fuel		
Pollutant	**Value**	**Unit**	**Reference**	**Value**	**Unit**	**Reference**
Pb	0.6	g/l	1A3a EMEP/EEA Guidebook 2019 Annex 2	0.0016	g/t	1A3b EMEP/EEA Guidebook 2019 table 3-78
Cd	0.0002	g/t	1A3b EMEP/EEA Guidebook 2019 table 3-78	0.0002		
Hg	0.0087			0.0087		
As	0.0003			0.0003		
Cr	0.0063			0.0063		
Cu	0.0045			0.0045		
Ni	0.0023			0.0023		
Se	0.0002			0.0002		
Zn	0.033			0.033		

3.4.1.4 Activity Data

3.4.1.4.1 Flight movements in Airports

Very important activity data for this source activity is the number of arrival and departure movements. The number of movements by airport, aircraft, origin/destiny and movement type (arrival or departure) for the period between 1990 and 2023 was provided by the *Autoridade Nacional da Aviação Civil* (ANAC). This database is being improved and the coverage of it is increasing as new airports (mostly regional and local airports) are connected to the movements database from ANAC.

Table 3-45: LTO_{Cycle} per airport

Region	Airport Code	1990	1995	2000	2005	2010	2015	2020	2022	2023
Mainland	LIS	30 862	34 932	56 073	68 168	73 783	84 385	45 980	102 572	114 675
	OPO	11 574	13 348	23 280	25 910	28 502	35 248	22 317	46 339	52 262
	FAO	11 252	13 067	18 243	20 397	22 359	22 330	12 560	29 891	33 331
	TOTAL	**53 688**	**61 347**	**97 596**	**114 475**	**124 643**	**141 963**	**80 856**	**178 801**	**200 268**

Region	Airport Code	1990	1995	2000	2005	2010	2015	2020	2022	2023
Islands	FNC	6 475	9 460	12 040	15 952	12 697	12 442	6 180	15 086	16 506
	TER	3 801	4 049	4 501	4 875	4 988	4 755	3 819	6 587	6 846
	PDL	2 954	3 382	4 134	7 196	8 182	8 499	8 111	12 756	13 627
	PXO	2 403	4 243	3 788	3 688	2 325	2 103	1 093	1 909	1 954
	HOR	1 237	1 542	1 756	2 964	2 919	2 331	2 107	2 793	2 963
	SMA	634	893	1 557	1 649	1 275	1 073	1 203	1 618	1 719
	FLW	281	357	552	1 101	1 136	1 002	1 104	1 460	1 447
	TOTAL	**17 785**	**23 924**	**28 327**	**37 425**	**33 521**	**32 204**	**23 616**	**42 207**	**45 061**

Source: ANAC

Data concerning aircraft operation characteristics, particularly, the origin/destiny, the aircraft type and the movement type was sometimes not included in the records database. The worst case refers to the period between 1990 and 1994, for this period the only information available was the number of operations, all other information was missing. There is also the period between 1995 and 1999 with missing data on aircraft type. For all these cases an alternative approach had to be set.

An alternative database was however available with information on the number of operations and the aircraft types. This data was very useful to determine the aircraft fleet profile in each airport between 1990 and 1999 whereby airport representative arrival and departure emission factors were determined.

On the other hand, for records with missing information on origin and destiny, a yearly fraction of international, domestic and European flights was derived for each airport relying on the movements which had this information. This was necessary to differentiate emissions between domestic and international.

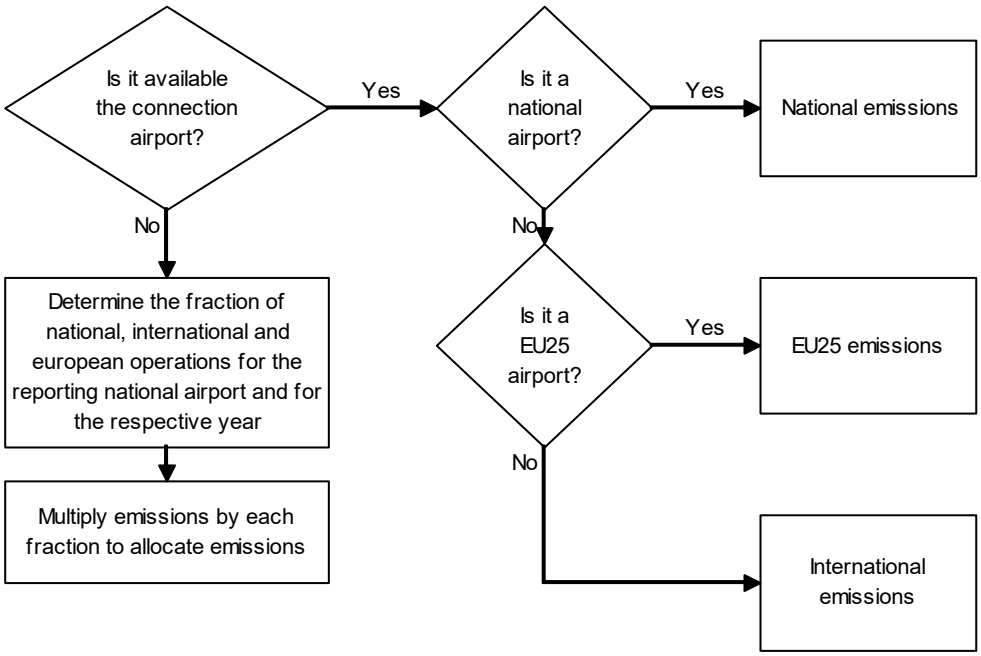
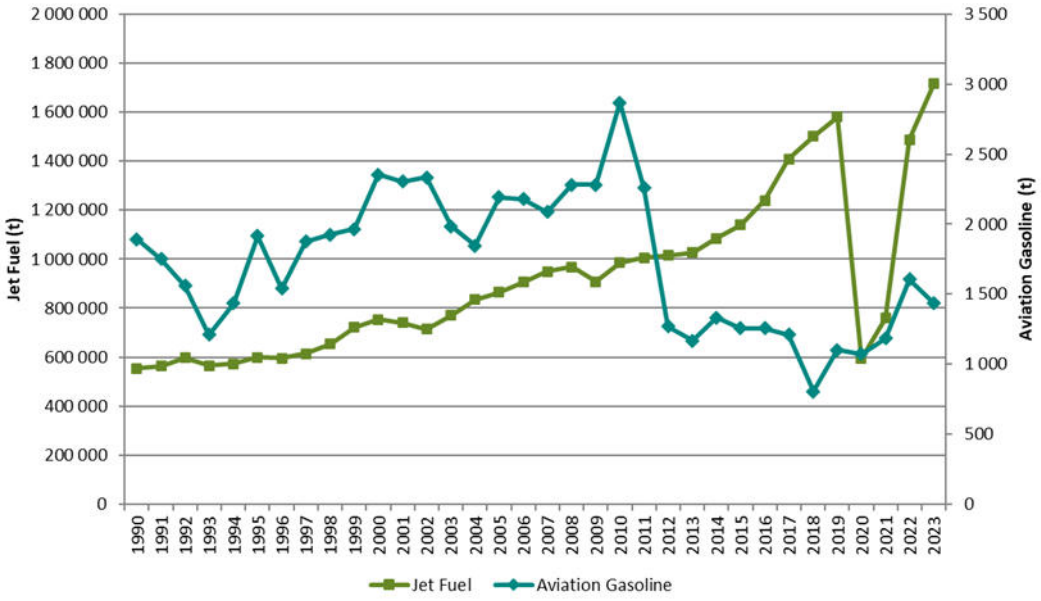


Figure 3-33: Decision tree for distinction between domestic and international emissions

3.4.1.4.2 Fuel Consumption

Fuel consumption is available from fuel sales statistics from DGEG for main territory and islands and is presented in the figure below and ANNEX C. LTO_{Cycle} and domestic cruise fuel consumption is estimated with a bottom-up approach. International cruise consumption is estimated as the difference to the total fuel sales. This approach guarantees that the total fuel for aviation equals the fuel sales.



Source: DGEG

Figure 3-34: Total Fuel consumption of Aviation Gasoline and Jet Fuel

3.4.1.5 Category-specific QA/QC and verification

Energy consumption was compared with data from the energy balance reported by DGEG. No differences were found between total fuel estimated with the described methodology and total fuel reported in the energy balance.

3.4.1.6 Recalculations

The changes between submissions result from the correction to the 2022 activity data due to a compilation error detected.

3.4.1.7 Further Improvements

No further improvements are planned for this sector.

3.4.2 Road Transportation (NFR 1.A.3.b)

3.4.2.1 Category description

Road transportation is one of the most important emission sources of pollutants associated with trans-boundary, regional and, particularly, local air problems, comprehending nitrogen oxides (NO_x), carbon monoxide (CO), non-methane volatile organic compounds (NMVOC), particulate matter and heavy metals.

Table 3-46: Main pollutants and particulate matter emissions from road transport (t)

Pollutant	1990	1995	2000	2005	2010	2015	2020	2022	2023
NOx	93 490	106 735	122 011	105 592	89 560	67 614	50 807	53 041	53 147
NMVOC	93 054	90 744	66 561	39 721	24 881	17 504	11 060	11 660	11 751
SOx	13 406	12 921	5 856	597	113	97	89	101	107
NH_3	63	640	1 497	1 799	1 364	1 014	670	765	807
$PM_{2.5}$	6 057	7 305	8 268	7 176	6 376	4 579	3 251	3 396	3 409
PM_{10}	6 715	8 192	9 519	8 426	7 653	5 662	4 234	4 530	4 610
CO	476 829	474 781	358 821	224 780	137 577	89 444	51 854	55 281	55 968

The introduction of catalytic converters has reduced significantly the carbon monoxide (CO) emissions and incresed the ammonia (NH_3) emissions.

In addition to the exhaust emissions, Road Transportation sector also includes evaporative NMVOC emissions from gasoline vehicles and emissions of particulate matter (PM) from tyre and brake wear and road abrasion.

Table 3-47: Heavy metals emissions from road transport (kg)

Pollutant	1990	1995	2000	2005	2010	2015	2020	2022	2023
Pb - 1A3b	557 372.07	770 205.17	21 723.78	19 777.62	16 925.16	13 469.38	11 581.65	13 537.43	14 701.39
Pb - 2G	0.22	0.28	0.36	0.37	0.38	0.34	0.30	0.35	0.37
Cd - 1A3b	25.99	29.39	37.02	35.31	35.88	30.13	27.33	31.84	33.91
Cd - 2G	30.41	37.86	49.16	50.30	51.87	46.10	41.64	47.52	50.40
Hg - 1A3b	21.40	28.65	38.19	37.88	36.38	31.16	27.82	32.25	34.22
Hg - 2G	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
As - 1A3b	47.12	63.46	88.17	86.73	88.51	73.55	65.96	75.92	80.44
As - 2G	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Cr - 1A3b	1 585.70	2 110.02	2 916.49	2 863.81	2 929.22	2 434.32	2 184.20	2 514.41	2 664.04
Cr - 2G	128.06	159.42	206.99	211.78	218.41	194.10	175.32	200.09	212.21
Cu - 1A3b	34 970.45	46 105.90	63 376.13	62 076.23	63 504.28	52 742.93	47 331.04	54 515.38	57 776.26
Cu - 2G	5 189.11	6 459.77	8 387.40	8 581.33	8 850.05	7 865.04	7 103.97	8 107.64	8 599.02
Ni - 1A3b	292.44	354.57	465.22	449.26	457.54	382.01	344.55	399.23	424.17
Ni - 2G	212.70	264.78	343.80	351.75	362.76	322.39	291.19	332.33	352.47
Se - 1A3b	33.85	40.14	52.56	51.08	51.56	43.54	39.53	45.96	48.90
Se - 2G	30.28	37.70	48.94	50.08	51.64	45.90	41.46	47.31	50.18
Zn - 1A3b	11 116.17	14 474.23	19 982.34	19 749.52	19 960.75	16 780.38	15 150.88	17 513.14	18 586.34
Zn - 2G	3 002.75	3 738.03	4 853.48	4 965.70	5 121.20	4 551.21	4 110.80	4 691.59	4 975.94

Heavy metals emissions from road transport include emissions from lubricants use as energy in two-stroke engines (reported in 1A3b) and from lubricants that enters accidentally in the four-stroke engines combustion chambers (reported in 2G).

Table 3-48: Persistent organic pollutant emissions from road transport (kg)

Pollutant	1990	1995	2000	2005	2010	2015	2020	2022	2023
Dioxins/Furans	0.0009	0.0014	0.0027	0.0031	0.0035	0.0027	0.0018	0.0018	0.0018
PAH's	170.3131	232.9249	353.8685	389.6718	439.6419	401.3275	372.2725	418.4665	436.4013
HCB	0.0007	0.0013	0.0026	0.0030	0.0034	0.0026	0.0018	0.0018	0.0018
PCB's	0.0002	0.0003	0.0006	0.0006	0.0007	0.0005	0.0004	0.0004	0.0004

The 2023 Road Transportation contribution of main pollutants, particulate matter and CO in total national emissions is represented in the next Figure.

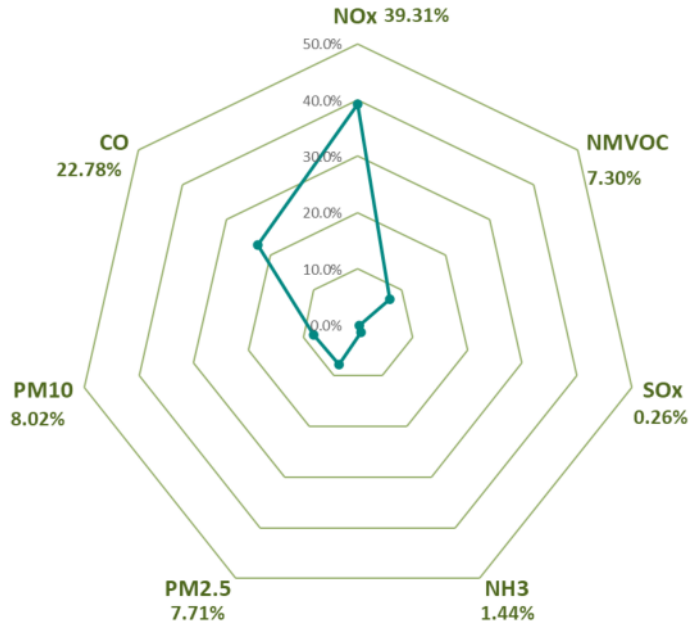


Figure 3-35: Road Transportation contribution (%) of main pollutants, particulate matter and CO in total national emissions in 2022

3.4.2.2 Methodology

Emissions from Road Transportation, estimated using the COPERT 5[17] (Version 5.8.1 – September 2024) includes the following type of emissions:

- Exhaust Emissions from Fuel (1A3bi, 1A3bii, 1A3biii, 1A3biv) - NOx, NMVOC, SOx, NH_3, CO, $PM_{2.5}$, PM_{10}, TSP, BC, heavy metals, dioxins/furans, PAH's, HCB and PCB's;
- Exhaust Emissions from Lubricants use in two-stroke engines (1A3biv) – heavy metals;
- Emissions from Lubricants use in four-stroke engines (2G) – heavy metals;
- Gasoline Evaporation Emissions (1A3bv) – NMVOC;
- Automobile Tyre and Brake Wear Emissions (1A3bvi) - $PM_{2.5}$, PM_{10}, TSP, BC, PAH's[18] and heavy metals.
- Automobile Road Abrasion (1A3bvii) - $PM_{2.5}$, PM_{10}, TSP and BC.

For the calculation of these emissions, beyond COPERT V emission factors, several National Activity Data and Input Variables are used:

- Environmental Information (Temperature, Humidity)

[17] https://www.emisia.com/utilities/copert/
[18] The estimate of PAHs emissions in 1A3bvi follows the methodology described in the EMEP/EEA Guidebook 2019 and does not use Copert 5 software.

- Trip Characteristics (Trip length, Trip duration)
- Fuel Characteristics and Specifications
- Energy Consumption
- Vehicle Fleet
- Distance travelled (Mean Activity - Km)
- Circulation Data (Average Speed, Mileage % per driving mode)

An additional tool was developed by APA to calculate the vehicle fleet and distance travelled with information from vehicle inspection centers, sales and abatements.

The energy consumption is provided by the national energy authority. To ensure that the statistical energy consumption match the calculated energy consumption, COPERT V adjust the blend type and share and the annual distance travelled (mean activity).

The separation between Mainland and the archipelagos of Azores and Madeira takes into account data from the regional energy balance of these two Autonomous Regions.

Estimated emissions from Road Transportation are based in Tier 1 method for CO_2 emissions and Tier 3 for non-CO_2 emissions.

3.4.2.3 Emission Factors

Emissions factors for Exhaust Emissions, Gasoline Evaporation, Automobile Tyre and Brake Wear and Road Surface Wear were determined using COPERT V.

For the estimation of PAHs emissions in 1A3bvi the emission factors described in table 3-10, of the 1A3bvi EMEP/EEA Guidebook 2019, were applied.

3.4.2.3.1 Implied Emission Factors

The Implied Emission Factors based on energy (t/TJ and kg/TJ) and distance (mg/km) were determined for different Vehicle Category, Fuel, Segment and Euro Standard and are presented in ANNEX C.

3.4.2.4 Activity Data and Input Variables

3.4.2.4.1 Environmental information

The **monthly average ambient minimum and maximum temperatures** and **monthly average relative air humidity** were inputted into COPERT V. The temperature data was received from 15 climatological stations of the *Portuguese Sea and Atmosphere Institute* (IPMA) and concerns a long period average from 1971 to 2000. The humidity information is related to modeled historical data from 1971 to 2000. The same values were used for all years in analysis.

Table 3-49: Monthly average ambient temperatures (°C) and relative air humidity (%)

Month	Minimum Temperature	Maximum Temperature	Relative Humidity
January	4.5	13.1	85
February	5.6	14.6	82
March	6.8	17.0	79
April	8.1	18.2	76
May	10.5	21.0	72
June	13.5	25.4	65
July	15.6	28.7	57
August	15.5	28.8	56
September	14.2	26.3	63
October	11.2	21.2	76
November	7.9	16.8	83
December	6.1	13.9	85

Source: (http://portaldoclima.pt/en/)

3.4.2.4.2 Trip Characteristics

According to COPERT V methodology some country properties related with trip characteristics are necessary. For Portugal the average **trip length** considered was 10 km (as described in the EMEP/EEA Guidebook 2019, table 3.35) while the average **trip duration** is 12 minutes.

3.4.2.4.3 Fuel Characteristics and Specifications

Some fuel specifications used, like energy content, density, H:C and O:C ratio, were default COPERT V values set accordingly with EMEP/EEA Guidebook 2019.

Table 3-50: Fuel specifications

Fuel	Energy Content (Mj/kg)	Density (kg/m^3)	H:C Ratio	O:C Ratio
Petrol	43.77	750.00	1.86	0.00
Diesel	42.70	840.00	1.86	0.00
LPG	46.56	520.00	2.53	0.00
CNG	48.00	175.00	4.00	0.00
Biodiesel	37.30	890.00	1.95	0.11
Bioethanol	28.80	794.00	3.00	0.50

The **Sulphur content** in Petrol and Diesel was set in line with National Legislation values. For LPG, CNG, Biodiesel and Bioethanol it was assumed a 0% Sulphur content.

Table 3-51: Sulphur content in petrol and diesel (ppm wt)

Fuel	1990-1999
Leaded Petrol	1000

Fuel	1990-1995	1996-2001	2002-2004	2005-2008	2008-2023
Unleaded Petrol	1000	500	150	50	10

Fuel	1990-1994	1995	1996-2000	2001-2004	2005-2008	2009-2023
Diesel	3000	2000	500	350	50	10

Source: National Legislation (Portaria n.º124/89, Portaria n.º125/89, Portaria 949/94, Portaria n.º1489/95, Decreto-Lei nº 104/2000, Decreto-Lei nº 235/2004, Decreto-Lei nº 142/2010 e Decreto-Lei nº 214-E/2015).

The **Heavy Metal content** in fuels used were COPERT V default that correspond to the EMEP/EEA Guidebook 2019 indications except for the Lead content for gasoline that were set with the Portuguese Legislation values.

Table 3-52: Heavy metal content in fuel (ppm/wt)

Fuel	Pb	Cd	Cu	Cr	Ni	Se	Zn	Hg	As
Petrol	401.3[1] 150.5[2] 6.7[3]	0.0002	0.0045	0.0063	0.0023	0.0002	0.033	0.0087	0.0003
Diesel	0.0005	0.0001	0.0057	0.0085	0.0002	0.0001	0.018	0.0053	0.0001
LPG	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.000	0.0000	0.0000
CNG	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.000	0.0000	0.0000
Biodiesel	0.0005	0.0001	0.0057	0.0085	0.0002	0.0001	0.018	0.0053	0.0001
Bioethanol	0.0016	0.0002	0.0045	0.0063	0.0023	0.0002	0.033	0.0087	0.0003

Source: EMEP/EEA Guidebook 2019 and National Legislation (Portaria 125/89, Portaria 1489/95, Decreto-Lei nº 104/2000, Decreto-Lei 235/2004, DecretoL-Lei 142/2010 and Decreto-Lei 214-E/2015)
[1] 1990-1995
[2] 1996-1999
[3] 2000-2023

Monthly values of fuel volatility (RVP - Reid Vapour Pressure) were established from Portuguese Legislation.

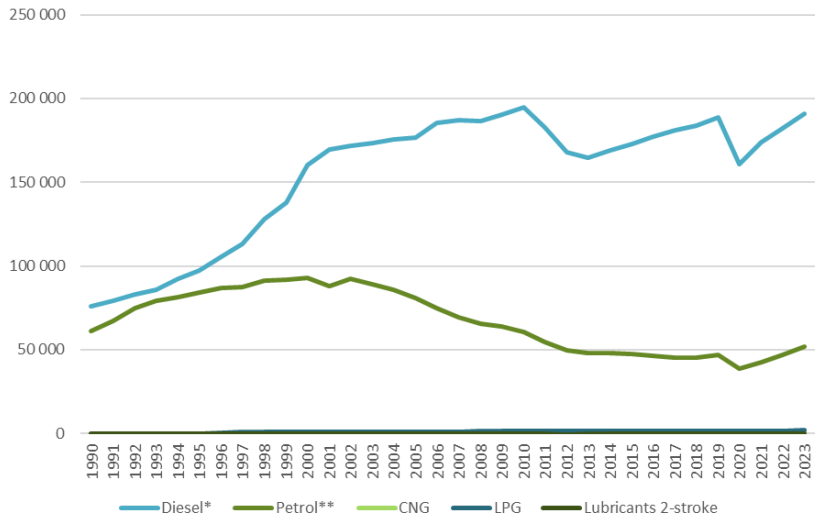
Table 3-53: Reid Vapour Pressure (kPa)

Month	1990 to 1995	1996 to 1999	2000 to 2023
January	98	95	90
February	98	95	90
March	98	95	90
April	83	80	90
May	83	80	60
June	70	70	60
July	70	70	60
August	70	70	60
September	70	70	60
October	83	95	90
November	98	95	90
December	98	95	90

Source: National Legislation (Portaria 125/89, Portaria 1489/95, Decreto-Lei n.º 104/2000, Decreto-Lei 235/2004, Decreto-Lei 142/2010 and Decreto-Lei 214-E/2015).

3.4.2.4.4 Energy Consumption

Fuel consumption from Road Transportation sector is available from the energy balances from DGEG while the lubricant consumption is calculated by COPERT V. Fuel consumption and lubricant consumed in 2-stroke engines is presented in the following figure and in ANNEX C.



* includes incorporation of Biodiesel
** includes incorporation of Biopetrol and petrol evaporation

Figure 3-36: Fuel and lubricant consumption from Road Transportation sector (TJ)

In adition to the "10.05.04 Road Transport" category of the Energy Balance the Road Transportation sector also considers petrol from "10.4 services" category and part of diesel from "10.01.01 Agriculture" category as described in 3.6 Other Sectors (1A4).

Lubricant consumption that contributes to exhaust emission in Road Transportation includes lubricant consumed as energy in two-stroke engines.

Emission from lubricants used in vehicle engines to reduce friction and cool components that are not combusted and emissions from lubricant that enters accidentally in the four-stroke engines combustion chambers are included in section related to Lubricants Consumption (NFR 2.G).

In Portugal the incorporation of Biodiesel in Diesel starts in 2006 and the incorporation of Biopetrol in Petrol starts in 2012. The incorporation rates in the Road Transportation Sector are presented in the next tables.

Table 3-54: Incorporation rate of Biodiesel in Diesel (%)

2006	2007	2008	2009	2010	2011	2012	2013	2014
1.31%	2.50%	2.43%	4.16%	6.03%	6.25%	6.20%	6.05%	5.93%
2015	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**
6.81%	5.15%	5.10%	5.49%	5.43%	5.76%	7.24%	6.55%	5.85%

Source: (DGEG)

Table 3-55: Incorporation rate of Biopetrol in Petrol (%)

2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
0.09%	0.16%	0.16%	1.73%	1.89%	0.28%	0.52%	0.68%	0.55%	1.99%	2.56%	1.96%

Source: (DGEG)

3.4.2.4.5 Vehicle Fleet

The active fleet of Passenger Cars, Light Commercial Vehicles, Heavy Duty Trucks and Buses, for the period between 2003 and 2023, was obtain from data from the national vehicle inspection centers from *Instituto da Mobilidade e dos Transportes* (IMT) complemented with data on vehicle sales from *Associação Automóvel de Portugal* (ACAP).

For the period between 1990 and 2002, due to the absence of information from the inspections centers, to determine the active fleet per year for Passenger Cars, Light Commercial Vehicles, Heavy Duty Trucks and Buses was applied a function that consider the vehicle survival rates.

The backcasting for the estimation of the active fleet, for the period between 1990 and 2002, was estimated taking into account the survival rates of the data from the national vehicle inspection centers, between 2003 and 2016, and the vehicle fleet for 2003 for the different vehicle and fuel categories.

The number of mopeds and motorcycles was obtained from insurance data from *Autoridade de Supervisão de Seguros e Fundos de Pensões* (ASF) since these vehicles are excluded from the vehicle inpection programe. The classification by type of segment and age was possible with data from *Instituto da Mobilidade e dos Transportes* (IMT) and *Associação Automóvel de Portugal* (ACAP).

The application of COPERT 5 vehicle segment to the data from vehicle inspection centers was based on Associação Automóvel de Portugal (ACAP) segmentation data considering weight and/or cylinder power ranges.

Table 3-56: COPERT 5 segments

COPERT 5 Vehicle Category	COPERT 5 Vehicle Segment	Fuel	Weight (kg)	Cylinder Power (cm³)
Passenger Cars	Mini	Petrol Petrol Hibrid Diesel LPG Bifuel	< 1 400	< 1 000
	Small		< 1 800	< 1 600
	Medium		< 2400	< 1 900
	Large-SUV-Executive		> 2400	> 1 900
Light Commercial Vehicles	N1-I	Petrol Diesel	< 1 900	-
	N1-II		1 900 - 2 600	-
	N1-III		> 2 600	-
Heavy Duty Trucks	Rigid <=7,5 t	Diesel	<= 7 500	-
	Rigid 7,5 - 12 t		7 500 - 12 000	-
	Rigid 12 - 14 t		12 000 - 14 000	-
	Rigid 14 - 20 t		14 000 - 20 000	-
	Rigid 20 - 26 t		20 000 - 26 000	-
	Rigid 26 - 28 t		26 000 - 28 000	-
	Rigid 28 - 32 t		28 000 - 32 000	-
	Rigid >32 t		> 32 000	-
	Articulated 14 - 20 t		< 20 000	-
	Articulated 20 - 28 t		20 000 - 28 000	-
	Articulated 28 - 34 t		28 000 - 34 000	-
	Articulated 34 - 40 t		34 000 - 40 000	-
	Articulated 40 - 50 t		40 000 - 50 000	-
	Articulated 50 - 60 t		> 50 000	-
Buses	Urban Buses Midi <=15 t	Diesel	<= 15 000	-
	Urban Buses Standard 15 - 18 t		15 000 - 18 000	-
	Urban Buses Articulated >18 t		> 18 000	-
	Coaches Standard <=18 t		<= 18 000	-
	Coaches Articulated >18 t		> 18 000	-
	Urban CNG Buses	CNG	-	-
L-Category	Mopeds 2-stroke <50 cm³	Petrol	-	<50
	Mopeds 4-stroke <50 cm³		-	<50
	Motorcycles 2-stroke >50 cm³		-	>50
	Motorcycles 4-stroke <250 cm³		-	<250
	Motorcycles 4-stroke 250 - 750 cm³		-	250 - 750
	Motorcycles 4-stroke >750 cm³		-	>750

Vehicle technology was determined according with European and National legislation and the vehicle first registry year as present in table below.

Table 3-57: Technology classification according to first registry year

Vehicle Category	Fuel	Euro Standard	First Registry year	
			from	to
Passenger Cars	Petrol	PRE ECE	...	1971
		ECE 15/00-01	1972	1977
		ECE 15/02	1978	1980
		ECE 15/03	1981	1985
		ECE 15/04	1986	1992
		Euro 1	1993	1996
		Euro 2	1997	2000
		Euro 3	2001	2005
	Petrol / Petrol Hybryd	Euro 4	2006	2010
		Euro 5	2011	2014
		Euro 6 a/b/c	2015	2018
		Euro 6 d-temp	2019	2020
		Euro 6 d/e	2021	...
	Diesel	Conventional	...	1992
		Euro 1	1993	1996
		Euro 2	1997	2000
		Euro 3	2001	2005
		Euro 4	2006	2010
		Euro 5	2011	2014
		Euro 6 a/b/c	2015	2018
		Euro 6 d-temp	2019	2020
		Euro 6 d/e	2021	...
	LPG Bifuel	Conventional	...	1992
		Euro 1	1993	1996
		Euro 2	1997	2000
		Euro 3	2001	2005
		Euro 4	2006	2010
		Euro 5	2011	2014
		Euro 6 a/b/c	2015	2016
		Euro 6 d-temp	2017	2019
		Euro 6 d/e	2020	...
Light Commercial Vehicles - N1-I	Petrol	Conventional	...	1994
		Euro 1	1995	1997
		Euro 2	1998	2000
		Euro 3	2001	2005
		Euro 4	2006	2010
		Euro 5	2011	2015
		Euro 6 a/b/c	2016	2017
		Euro 6 d-temp	2018	2020
		Euro 6 d/e	2021	...
	Diesel	Conventional	...	1994
		Euro 1	1995	1997
		Euro 2	1998	2000
		Euro 3	2001	2005
		Euro 4	2006	2010
		Euro 5	2011	2014
		Euro 6 a/b/c	2015	2017
		Euro 6 d-temp	2018	2020
		Euro 6 d/e	2021	...

Vehicle Category	Fuel	Euro Standard	First Registry year	
			from	to
Light Commercial Vehicles - N1-II/N1-III	Petrol	Conventional	…	1994
		Euro 1	1995	1998
		Euro 2	1999	2001
		Euro 3	2002	2006
		Euro 4	2007	2011
		Euro 5	2012	2015
		Euro 6 a/b/c	2016	2017
		Euro 6 d-temp	2018	2020
		Euro 6 d/e	2021	…
	Diesel	Conventional	…	1994
		Euro 1	1995	1998
		Euro 2	1999	2001
		Euro 3	2002	2006
		Euro 4	2007	2011
		Euro 5	2012	2014
		Euro 6 a/b/c	2015	2017
		Euro 6 d-temp	2018	2020
		Euro 6 d/e	2021	…
Heavy Duty Trucks and Buses	Diesel	Conventional	…	1993
		Euro I	1994	1996
		Euro II	1997	2001
		Euro III	2002	2006
		Euro IV	2007	2009
		Euro V	2010	2013
		Euro VI A/B/C	2014	2018
		Euro VI D/E	2019	…
Buses	CNG	Euro I	1994	1996
		Euro II	1997	2001
		Euro III	2002	2006
		EEV	2007	…
Mopeds	Petrol	Conventional	…	2000
		Euro 1	2001	2002
		Euro 2	2003	2006
		Euro 3	2007	2017
		Euro 4	2018	2020
		Euro 5	2021	…
Motorcycles	Petrol	Conventional	…	2000
		Euro 1	2001	2003
		Euro 2	2004	2006
		Euro 3	2007	2016
		Euro 4	2017	2020
		Euro 5	2021	…

The following table shows the vehicle fleet by vehicle category.

Table 3-58: Vehicle fleet synthesis

Vehicle Category	1990	1995	2000	2005	2010	2015	2020	2022	2023
Passenger Cars	1 552 912	2 516 415	3 546 152	3 962 031	4 386 247	4 611 618	5 006 277	5 198 427	5 304 362
Light Commercial Vehicles	290 461	591 823	960 124	1 177 894	1 255 037	1 210 303	1 200 552	1 240 029	1 262 274
Heavy Duty Trucks	52 054	79 076	108 924	115 517	107 452	93 413	102 618	110 983	112 240
Buses	6 209	8 405	11 946	13 851	14 666	14 255	14 464	14 807	14 375
L-Category	900 822	774 282	673 994	487 589	497 024	527 431	674 100	766 164	797 234
Total	**2 802 458**	**3 970 001**	**5 301 140**	**5 756 882**	**6 260 426**	**6 457 020**	**6 998 011**	**7 330 410**	**7 490 484**

* provisional data

Detailed information regarding vehicle fleet, with information of Vehicle Category, Fuel, Segment and Euro Standard is presented in ANNEX C.

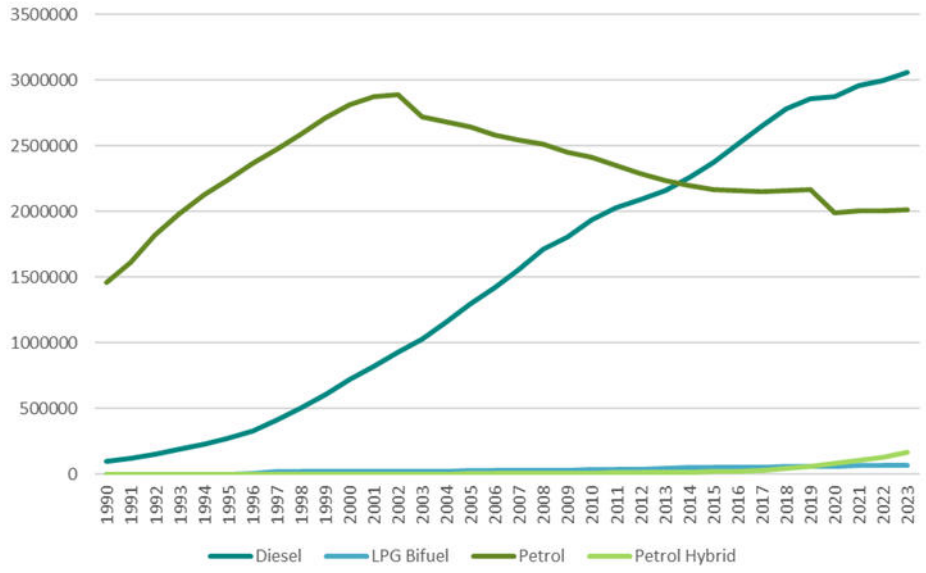


Figure 3-37: Number of Passenger Cars by fuel type

The number of gasoline passenger cars has decreased over the last years. It was observed a decrease in the number of this type of vehicles while diesel passenger cars have increased. After an initial growth, LPG fuelled vehicles have stabilized as a small percentage of passenger cars.

The national fleet of light commercial vehicles is mostly pre-EURO 6 (representing around 73%). The renewal rate in this category is slow due to the longer average life expectancy of diesel vehicles and to the decrease in the purchase of new vehicles as a result of the recent economic crisis.

3.4.2.4.6 Distances Travelled

Distance travelled for each year for Passenger Cars, Light Commercial Vehicles, Heavy Duty Trucks and Buses was established using a model based on data from vehicle inspection centers. This model uses the total number of km made by each vehicle segment, taking into account the first registration date, and estimates the total kilometers traveled in a year, dividing the total km of a given vehicle by its age. For the period between 2003 and 2023 the total mileage figures are obtained directly from the inspection centers, while for the period from 1990 to 2002 a backcast method is used to estimate the km made by different vehicle category taking into account its age.

For Mopeds and Motorcycles the average distance travelled was obtained by the TRACCS Project (http://traccs.emisia.com/index.php).

Total road traffic activity has increased 98% between 1990 and 2023.

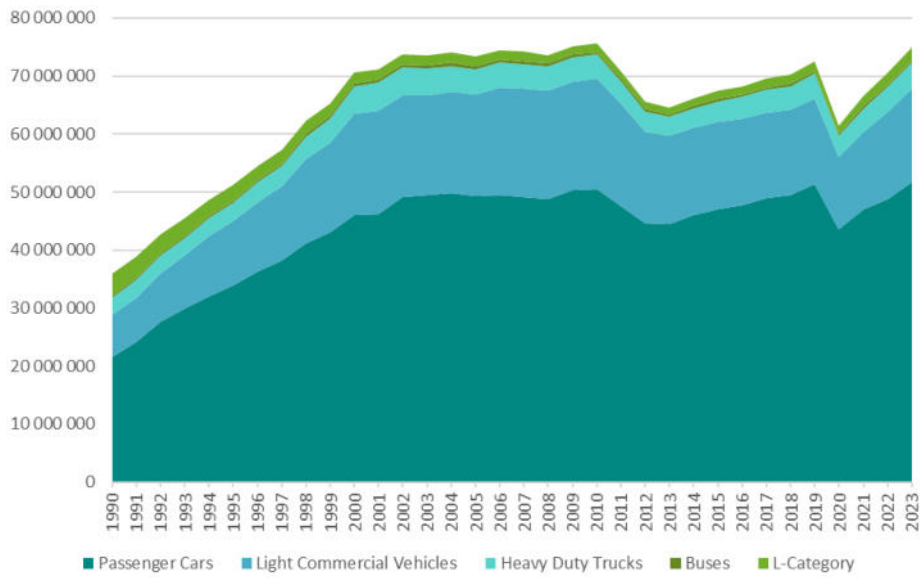


Figure 3-38: Kilometers travelled by vehicle type (kvkm)

Detailed information on total activity, for the period between 1990 and 2023, regarding different Vehicle Categories, Fuel types, Segments and Euro Standard is presented in ANNEX C.

3.4.2.4.7 Circulation data

Three driving modes were individualized: urban, rural and highway.

The distance travelled were allocated to the driving modes. Information on Vehicle-kilometers (vkm) driven under highways derives from the *Instituto da Mobilidade e dos Transportes* (IMT) which is the technical regulator for mobility and transport. Originally this data is communicated to IMT by the highway service providers. The remaining vkm are allocated to urban and rural driving modes according with the population living in each area.

Table 3-59: Assumed mileage percentage driven by driving mode and vehicle type for 2023

Driving Mode	Vehicle Type	Assumed share
Highway	Passenger Car	30.09%
	Light Duty Vehicles	30.09%
	Heavy Duty Vehicles	47.13%
	Urban Buses	0.00%
	Coaches	47.13%
	Mopeds	0.00%
	Motorcycles	30.09%
Rural	Passenger Car	24.32%
	Light Duty Vehicles	24.32%
	Heavy Duty Vehicles	18.39%
	Urban Buses	0.00%
	Coaches	52.87%
	Mopeds	34.79%
	Motorcycles	24.32%
Urban	Passenger Car	45.59%
	Light Duty Vehicles	45.59%
	Heavy Duty Vehicles	34.47%
	Urban Buses	100.00%
	Coaches	0.00%
	Mopeds	65.21%
	Motorcycles	45.59%

For each driving mode average speeds had to be set by vehicle type whereas vehicle fuel consumption and exhaust emissions are strongly dependent on speed.

Table 3-60: Assumed vehicle speeds by driving mode and vehicle type.

Driving Mode	Vehicle Type	Assumed Speed (km/h)	Source
Highway	Passenger Car	124	Lemonde, 2000
	Light Duty Vehicles	124	Lemonde, 2000
	Heavy Duty Vehicles	103	LNEC, 2002
	Coaches	103	LNEC, 2002
	Motorcycles	124	Lemonde, 2000
Rural	Passenger Car	61	LNEC, 2002
	Light Duty Vehicles	61	LNEC, 2002
	Heavy Duty Vehicles	56	LNEC, 2002
	Coaches	56	LNEC, 2002
	Mopeds	40	Maximum Legal Value
	Motorcycles	61	LNEC, 2002
Urban	Passenger Car	24.9	Gois et al., 2005
	Light Duty Vehicles	24.9	Gois et al., 2005
	Heavy Duty Vehicles	24.9	Gois et al., 2005
	Buses	14.8	Carris, 2005
	Coaches	24.9	Gois et al., 2005
	Mopeds	24.9	Gois et al., 2005
	Motorcycles	24.9	Gois et al., 2005

3.4.2.5 Category-specific QA/QC and verification

Energy consumption data from the Energy Balance reported by DGEG, the Total Fuel Sales imported to COPERT and the Total Fuel Consumption exported from COPERT were compared and no significant differences were found.

3.4.2.6 Recalculations

The major changes between submissions result from the update of COPERT version 5.4.36 (October 2020) to version 5.8.1 (September 2024). The significant methodological, software and bugs corrections, in the different COPERT versions, can be consulted on Emisia website: https://copert.emisia.com/copert/versions/, of which we highlight:

- Particulate Matter – several methodological revisions and bug corrections, related to Particulate Matter, were made which mainly contributed to relevant recalculations in sectors 1A3biRoad transport: Passenger cars, 1A3bii Road transport: Light duty vehicles, 1A3bvi Road transport: Automobile tyre and brake wear. The relationship of PM2.5, PM10, TSP and Black Carbon emissions between submission, in Road Transportation, can be seen in the next figure.

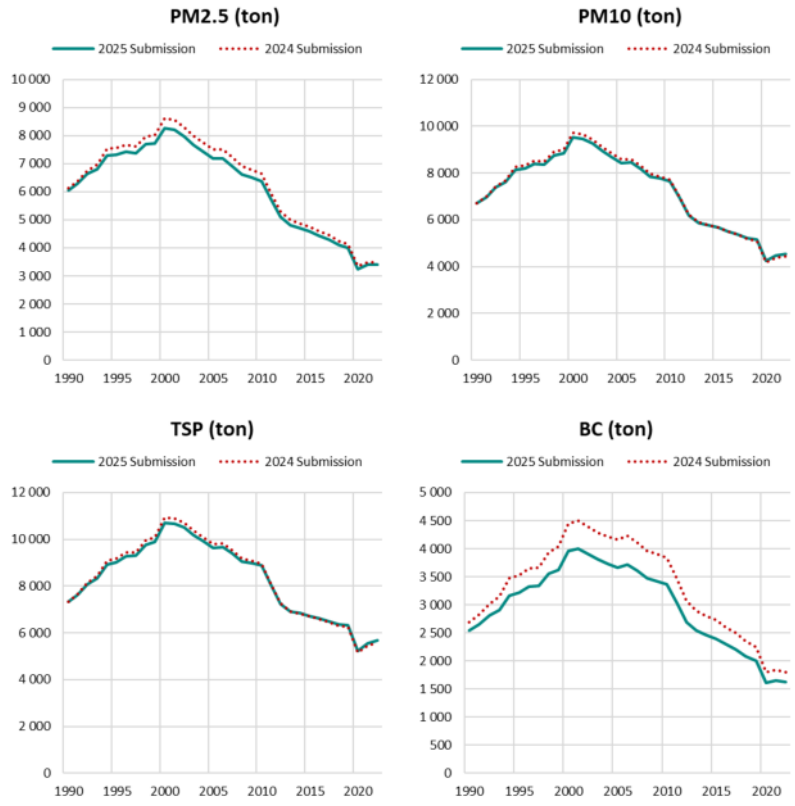


Figure 3-39: Particulate Matter emissions from Road transportation (ton).

- Heavy Metals – The update of emission factors in non-exhaust emission, and a bug correction in the calculation of Heavy Metals emissions, originated recalculations that are more significant in the Road transport: Automobile tyre and brake wear sector (1A3bvi), especially for Cr, Cu and Zn, when compared to national total. The relationship of priority and additional Heavy Metals emissions between submission, in Road Transportation, can be seen in the next figure.

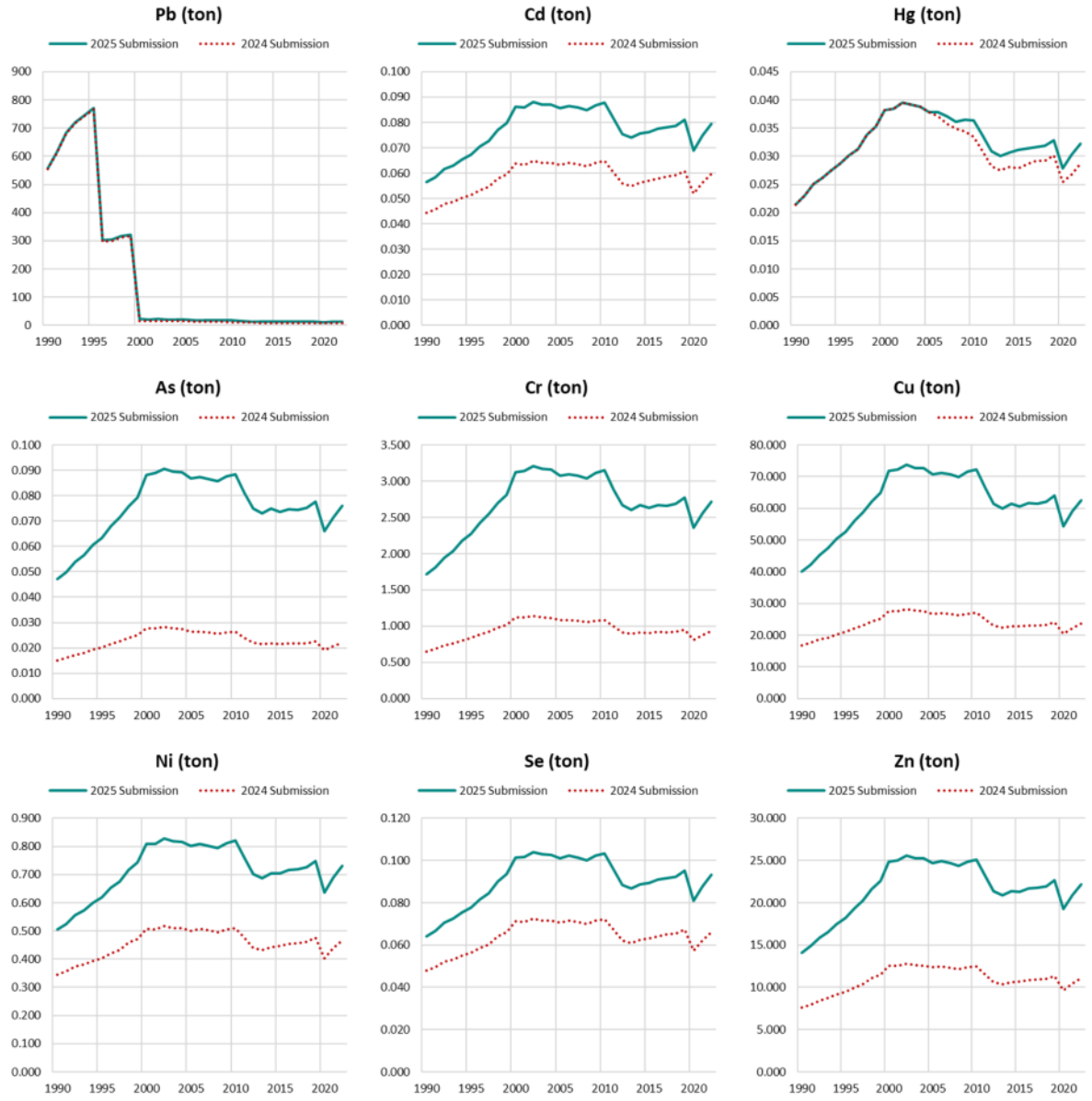


Figure 3-40: Heavy Metals emissions from Road transportation (ton).

- NOx, CO and MNVOC – More relevant metodological and emission factors correction in Euro 6 Passenger Cars and Light Commercial Vehicles and for all Euro Standard in N1-I Light Commercial Vehicles. The relationship of NOx, CO and MNVOC emissions between submission, in Road Transportation, can be seen in the next figure.

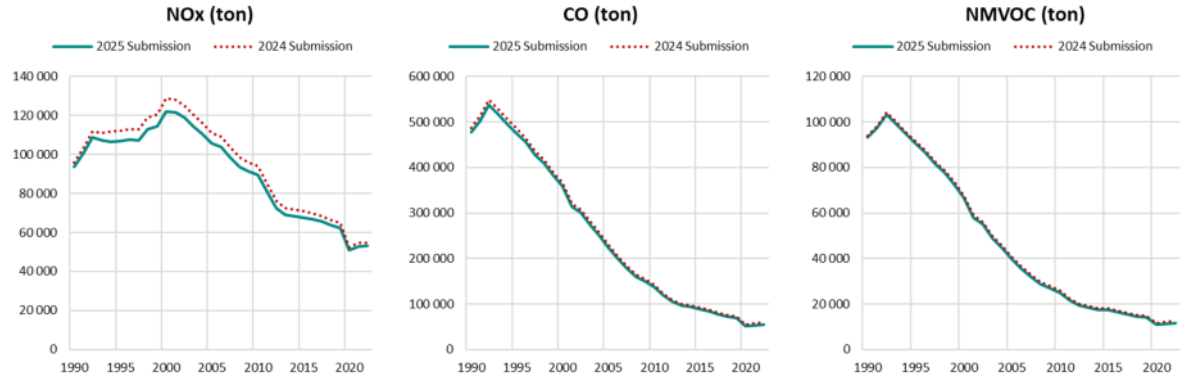


Figure 3-41: NOx, CO and MNVOC emissions from Road transportation (ton).

Activity data from the 2021 and 2022 Energy Balances revision were also updated.

3.4.2.7 Further Improvements

No further improvements are planned for this sector.

3.4.3 Railways (NFR 1.A.3.c)

3.4.3.1 Category description

Although there has been a growing electrification of railway lines in Portugal during latest years, locomotives, shunting locomotives and railcars are still responsible for substantial part of rail transport and consequent emission of GHG in exhaust.

3.4.3.2 Methodology

Emissions to atmosphere of ultimate CO_2 from fossil origin were estimated from CO_2 total emissions by:

$$Fossil_{CO2(y)} = \sum_f [EF_{CO2\,(f)} * Fac_{OX\,(f)} * C_{Fossil(f)} * Cons_{Fuel(f,y)} * LHV_{(f)}] * 10^{-5}$$

Where:

$Fossil_{CO2(y)}$ - Emissions of carbon dioxide to atmosphere from combustion of fossil fuel f (t)

$EF_{CO2\,(f)}$ – Total carbon content of fuel expressed in total Carbon Dioxide emissions (kg CO_2/GJ)

C_{Fossil} - % of carbon from fossil origin in fuel f (%)

$Fac_{OX(f)}$ – Oxidation factor for fuel f (ratio 0..1)

$Cons_{Fuel(f,y)}$ - Consumption of fuel f in year y (t/yr)

$LHV_{(f)}$ - Low Heating Value (MJ/kg)

For all other pollutants the following formula was used:

$$Emission_{(p,y)} = \sum_f [EF_{(f,p)} * Cons_{Fuel(f,y)}] * 10^{-3}$$

Where:

$Emission_{(p,y)}$ - Emission of pollutant p in year y (t/yr)

$EF_{(f,p)}$ - Quantity of pollutant p emitted from fuel f (kg/t

$Cons_{Fuel(n,f,y)}$ - consumption of fuel f during in year y (t/yr)

3.4.3.3 Emission Factors

Emission factors, expressed in kg/t of fuel, were set from available proposed emission factors in EMEP/CORINAIR Handbook (EEA, 2002; EEA, 2019), IPCC 2006 Guidelines (IPCC, 2006) and MEET project, and are presented in next table.

Table 3-61: Low Heating Value (LHV) in Railways

Fuel		NAPFUE	LHV
			MJ/kg
Coal	S	102	31.0
Coke	S	108	29.4
Diesel-oil	L	204	42.6
Biodiesel	B	223	37.0

Table 3-62: Emission factors in Railways

Fuel	Technology	Table	Source
Gas Oil / Diesel	Diesel locomotives	**3.1**	GB2023 - 1A3c Railways
Other bituminous Coal	Standard boilers> 50KWth <1MWth	**3.20**	GB2023 - Small Combustion
Coking Coal	Standard boilers >50KWth <1MWth	**3.20**	GB2023 - Small Combustion

3.4.3.4 Activity Data

Consumption of fuel in the railway transport sector is available by fuel type from 1990 to 2023 from the energy balance produced by General-Directorate of Geology and Energy (DGEG) and are presented in ANNEX C. Besides some very small use of coal and coke until 1996, and biodiesel since 2006, the majority of combustible energy refers to use of gas oil[19]. The quantities that were consumed have been decreasing steadily since 1992 due to electrification of the power lines, as can be seen in the figure below.

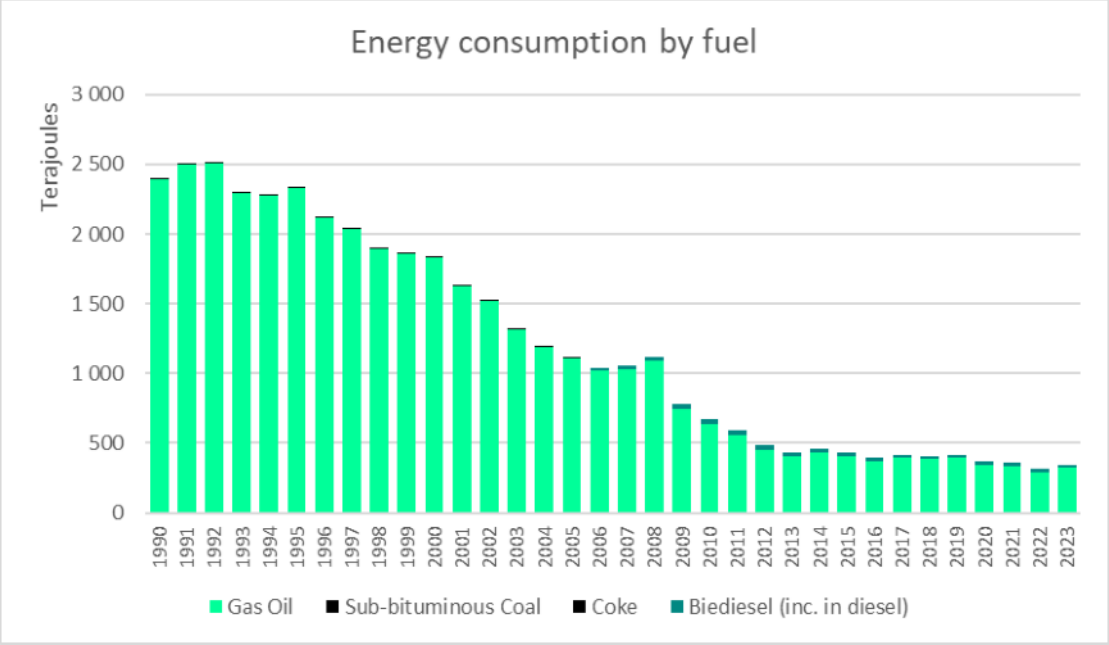


Figure 3-42: Consumption of diesel oil in the railway transport sector

3.4.3.5 Category-specific QA/QC and Verification

General revision of time series consistency for fuel consumption and emission factors was the only QA/QC procedure adopted for this sector.

3.4.3.6 Recalculations

The changes between submissions result from the update of Energy Balances data provided by DGEG and the incorporation rate of biodiesel, between years 2018 and 2023.

3.4.3.7 Further Improvements

There are two issues to be clarified regarding energy consumption in the rail sector. One associated with the lack of consistency in diesel consumption, namely the consumption reported in the energy balance in 2008. And the other issue regarding the allocation of coal consumption in small locomotives for tourist purposes.

[19] Gas oil represents no less than 98.4 % of total annual use of combustible energy.

In both cases, efforts continued to be made to see this matter resolved with the national authority responsible for producing the energy balance, with the aim of resolving inconsistencies and correctly allocating energy consumption and emissions in turn.

3.4.4 Water Borne Navigation (NFR 1.A.3.d)

3.4.4.1 Category description

This sector refers to domestic ship transport between Portuguese ports including traffic to the Azores and Madeira islands. Emissions are primarily estimated for all territory then emissions from islands are subtracted according with the domestic distance travelled allocated to each seaport.

3.4.4.2 Methodology

The methodology used for the calculation of emissions from shipping activities is in accordance with the ship movement methodology from the detailed methodology of EMEP/CORINAR air pollutant emission inventory guidebook (version from August 2002). This methodology takes into account ship movement data, fuel used as well as the type of ship, the distance travelled and the speed of vessel. Therefore, according with IPCC Guidelines, this approach consists in a detailed method (tier 2 or 3). Since fuel consumption is used for top-down calibration, tier 2 method could be regarded as the method used to estimate emissions from shipping activities.

The general approach could be described as follows:

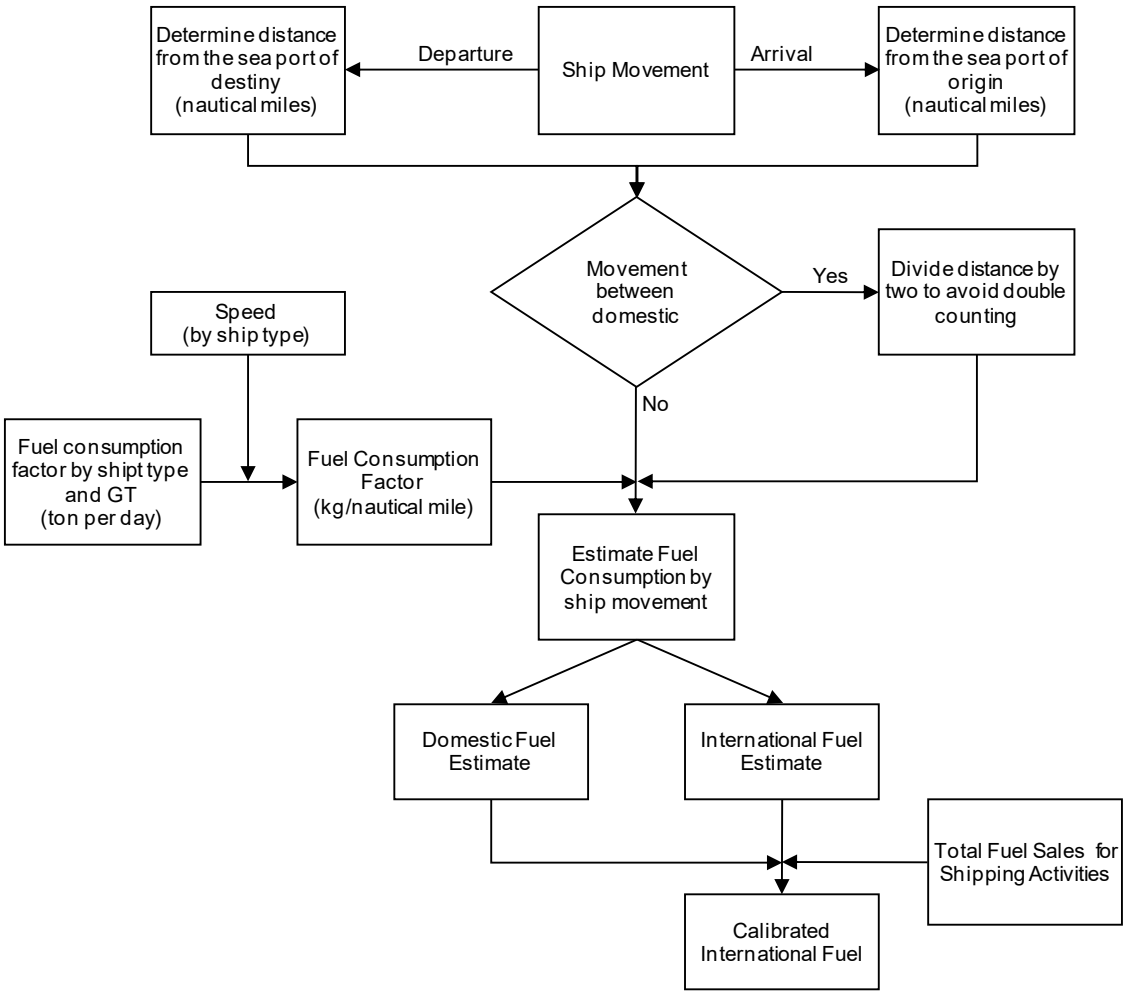


Figure 3-43: Generic methodology flowchart

For each dock (which includes one arrival and one departures) is possible to calculate domestic and international distance and fuel consumption.

Domestic and international fuel consumption is estimated with a bottom-up approach using the fuel consumption factors and distance travelled by each ship. The fuel consumption factores, in tonne/day, is calculated with the gross tonnage of each ship and coverted to kg/nautical mikes with the ship speed. Detailed ship movements and ships technical information (such as gross tonnage, ship type and speed) is provided by National Seaports.

The international fuel consumption estimated is calibrated with the total fuel sales data from the energy balance provided by the energy authority (DGEG). This top down calibration does not affect the domestic fuel consumption estimated whith the bottom-up approach.

Domestic navigation also takes into account the tugs fuel consumption for each maneuvering.

Since emissions factors vary according with the type of fuel, to distinguish between residual and distillate fuel we consider the fraction of destilate fuel oil and residual fuel oil sold in marine bunkers.

International Inland Waterways (1.A.3.d1(ii)) is considered almost as negligible in Portugal, on the other hand our National Energy Balance don't have the separation between inland and sea or costal navigation. Therefore, all emissions related with International Inland Waterways are included in International Maritime Navigation (1.A.3.di(i)).

3.4.4.3 Emission Factors

Emission factors and energy content were obtained from several sources. The energy content of residual and distillate fuels was provided by the energy authority (DGEG). The emission factors were obtained from EMEP/EEA Air Pollutant Inventory Guidebook 2019.

Table 3-63: Low Heating Value (LHV) for navigation

Fuel		NAPFUE	LHV
			MJ/kg
Gas-oil	L	204	42.60
Residual Fuel-oil	L	203	40.00

Source: DGEG

Table 3-64: Emission factors for navigation

Fuel	Residual Fuel-oil			Gas Oil		
Pollutant	Value	Unit	Reference	Value	Unit	Reference
SO_x	54 [1] 30 [2]	kg/t	Guidebook 2019	10 [3] 4 [4] 2 [5]	kg/t	Guidebook 2019
NMVOC	2.7	kg/t	Guidebook 2019	2.8	kg/t	Guidebook 2019
CO	7.4	kg/t	Guidebook 2019	7.4	kg/t	Guidebook 2019
TSP	6.2	kg/t	Guidebook 2019	1.5	kg/t	Guidebook 2019
PM_{10}	6.2	kg/t	Guidebook 2019	1.5	kg/t	Guidebook 2019
$PM_{2.5}$	5.6	kg/t	Guidebook 2019	1.4	kg/t	Guidebook 2019

[1] Until year 2006, inclusive;
[2] After year 2007;
[3] Until year 2000, inclusive;
[4] Between year 2001 and 2007;
[5] After year 2008
Source: EMEP/EEA Guidebook 2019

The fuel consumption factors (expressed in tonne per day) are dependent from the ship type and from the gross tonnage. The equations used to derive fuel consumption factors were obtained from IPCC 2006.

Table 3-65: Consumption factors

Ship Type	Consumption at full power (tonne/day)[a]
Solid bulk	20.186 + 0.00049 × gt
Liquid bulk	14.685 + 0.00079 × gt
General cargo	9.8197 + 0.00143 × gt
Container	8.0552 + 0.00235 × gt
Passenger/Ro-Ro/Cargo	12.834 + 0.00156 × gt
Passenger	16.904 + 0.00198 × gt
High speed ferry	39.483 + 0.00972 × gt
Inland cargo	9.8197 + 0.00143 × gt
Sail ships	0.4268 + 0.00100 × gt
Tugs	5.6511 + 0.01048 × gt
Fishing	1.9387 + 0.00448 × gt
Other ships	9.7126 + 0.00091 × gt
All ships	16.263 + 0.001 × gt

Legend:
gt – gross tonnage
[a] – a factor of 0.8 was applied to obtain consumption for cruise.
Source: (IPCC 2006)

The Tier 2 emission factors for the NO_x estimates are described in section 3.3 of the 1.A.3.d EMEP/EEA Guidebook 2019. This estimate applies emission factors that consider the engine requirements that aim the reduction of NO_x emissions, as well as a replacement rate for older vessels.

3.4.4.4 Activity Data

3.4.4.4.1 Ships movements in national sea ports

The activity data from navigation is based on ship movement for individual ships in each national seaport comprehending nine ports in Portugal mainland and four in islands of Madeira and Azores.

The data provided by national seaports reports to the years 1990 and 1995; and to the period between 2000 and 2023. The number of movements and the distances travelled for the period 1991-1994 and 1996-1999 were estimated according with a trend line established between years with available data.

For most cases, data on origin and destiny was also available per movement which allowed to estimate the distances travelled and to distinguish between domestic and international movements.

Table 3-66: Ship docks

Sea Port	Location	Unit	1990	1995	2000	2005	2010	2015	2020	2022	2023
Aveiro	Mainland	docks	876	1 098	1 009	1 028	961	1 025	990	1 073	1 021
Caniçal	Madeira	docks	76	76	76	178	390	241	246	265	276
Faro	Mainland	docks	163	163	163	32	12	85	46	20	23
Figueira da Foz	Mainland	docks	315	297	307	321	476	496	484	475	442
Funchal	Madeira	docks	1 063	1 063	1 063	948	758	664	382	742	732
Leixões	Mainland	docks	2 742	2 896	3 050	2 814	2 612	2 735	2 477	2 434	2 391
Lisboa	Mainland	docks	5 586	4 993	3 869	3 474	3 129	2 605	1 661	2 492*	2 236
Ponta Delgada	Azores	docks	1 080	1 080	1 080	1 078	1 035	831	684	845	879
Portimão	Mainland	docks	34	34	37	42	136	70	4	61	54
Porto Santo	Madeira	docks	402	402	402	400	392	348	318	392	396
Setúbal	Mainland	docks	1 453	1 453	1 699	1 592	1 632	1 627	1 598	1 560	1 683
Sines	Mainland	docks	1 038	979	808	1 124	1 632	2 173	1 995	1 912	1 865
Viana do Castelo	Mainland	docks	254	293	348	214	179	198	202	244	225

* provisional data

3.4.4.4.2 Ship Fleet

The fleet from the figure below refers to all ships that docked in national seaports irrespective of domestic or international movements.

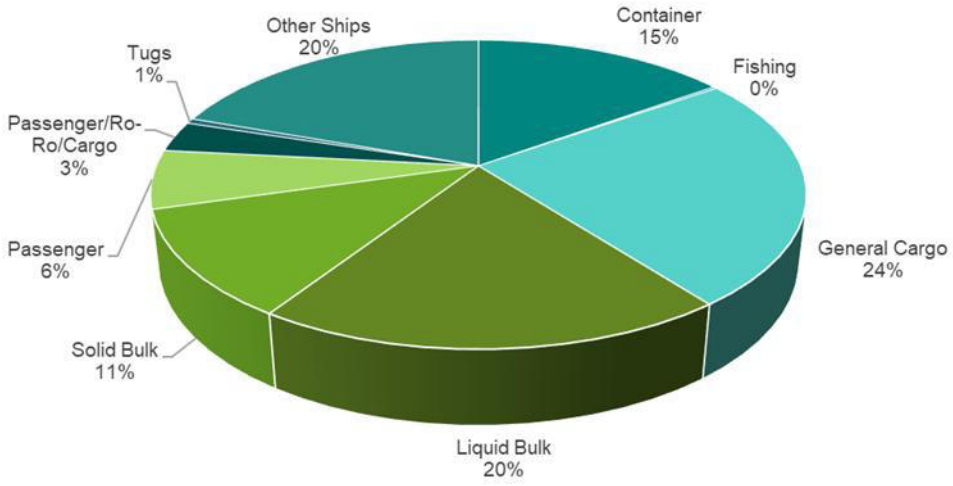


Figure 3-44: Ship fleet

3.4.4.4.3 Fuel consumption

Fuel consumption is estimated with a bottom-up approach using fuel consumption factors combined with a top-down calibration with the energy balance. In a first step, domestic and international consumption are estimated with the bottom up approach. Then the international consumption is re-calculated by subtracting the estimated domestic consumption from the total sales reported in the energy balance, this is considered the top down calibration. This calibration does not affect the domestic fuel consumption calculated with the bottom-up approach.

$$FuelConsumption_{International} = FuelSales - FuelConsumption_{Domestic}$$

Table 3-67: Total fuel sales (ton)

Fuel Sales		NAPFUE	1990	1995	2000	2005	2010	2015	2020	2022	2023
Gas-oil	L	204	126 903	141 272	125 554	110 197	94 064	139 277	157 452	198 044	191 755
Residual Fuel-oil	L	203	407 823	290 920	475 743	457 115	506 320	603 295	613 084	609 283	481 863

Source: DGEG

Table 3-68: Estimated fuel consumption (ton)

Fuel	Region	1990	1995	2000	2005	2010	2015	2020	2022	2023
Residual Fuel-oil	Domestic	61 244	53 023	46 988	48 804	53 458	65 968	47 093	64 802	68 250
Residual Fuel-oil	International	431 554	448 716	430 253	411 428	515 738	805 707	671 518	716 783	806 255
Residual Fuel-oil	**Total**	**492 797**	**501 739**	**477 242**	**460 233**	**569 196**	**871 676**	**718 611**	**781 585**	**874 506**
Gas-oil	Domestic	23 132	20 027	17 748	18 434	20 192	24 917	17 787	24 476	25 779
Gas-oil	International	163 002	169 485	162 511	155 401	194 799	304 324	253 639	270 736	304 531
Gas-oil	**Total**	**186 135**	**189 512**	**180 259**	**173 835**	**214 991**	**329 241**	**271 427**	**295 213**	**330 310**

Table 3-69: Estimated fuel consumption after top-down calibration (ton)

Fuel	Region	1990	1995	2000	2005	2010	2015	2020	2022	2023
Residual Fuel-oil	Domestic	61 244	53 023	46 988	48 804	53 458	65 968	47 093	64 802	68 250
Residual Fuel-oil	International	346 579	237 897	428 754	408 311	452 862	537 327	565 991	544 482	413 613
Residual Fuel-oil	**Total**	**407 823**	**290 920**	**475 743**	**457 115**	**506 320**	**603 295**	**613 084**	**609 283**	**481 863**
Gas-oil	Domestic	23 132	20 027	17 748	18 434	20 192	24 917	17 787	24 476	25 779
Gas-oil	International	103 770	121 244	107 806	91 763	73 872	114 360	139 664	173 568	165 976
Gas-oil	**Total**	**126 903**	**141 272**	**125 554**	**110 197**	**94 064**	**139 277**	**157 452**	**198 044**	**191 755**

Emissions are primarily estimated for all territory and only then occurs the process of spatial allocation whereby emissions from mainland and islands are separated according with the domestic distance travelled allocated to each seaport. The result of spatial allocation of fuel consumption is presented in the next table.

Table 3-70: Spatial allocation of fuel consumption in mainland territory (ton)

Fuel	Region	1990	1995	2000	2005	2010	2015	2020	2022	2023
Residual Fuel-oil	Domestic	37 315	32 306	28 629	29 736	32 571	40 194	28 659	39 483	41 584
Residual Fuel-oil	International	317 684	218 063	393 008	374 269	415 105	492 528	518 853	499 086	379 128
Residual Fuel-oil	**Total**	**354 999**	**250 369**	**421 637**	**404 004**	**447 676**	**532 721**	**547 512**	**538 569**	**420 712**
Gas-oil	Domestic	14 094	12 202	10 814	11 231	12 302	15 182	10 825	14 913	15 707
Gas-oil	International	95 119	111 136	98 818	84 113	67 713	104 825	128 039	159 097	152 138
Gas-oil	**Total**	**109 213**	**123 338**	**109 631**	**95 344**	**80 016**	**120 007**	**138 864**	**174 010**	**167 845**

The decrease in the amount of liquid fuels consumed in 2011 is related with the slightly drop in the number of docks, in some of the major ports in Portugal, and the reduction of National distance travelled.

3.4.4.4.3.1 Tugs Fuel consumption

Data concerning tugs assistance operations within the national seaports allowed the incorporation of these emissions in the inventory. Tug fuel consumption was estimated for each manoeuvring ship in a seaport following the criteria shown in the next Table. Specific tug fuel consumption factors were supplied by DGRM.

Table 3-71: Criteria employed in the tugs fuel consumption estimation

Ship Type	Seaport	Assisted Arrivals (%)	Assisted Departures (%)	N.º Of Tugs/Arrival	N.º Of Tugs/Departure
Small Size	All	20	0	1	0
Medium Size	All	50	25	1	1
Large Size	All	100	100	2	1
Super Large Size	Sines and Leixões	100	100	3	2
Super Large Size	All except Sines and Leixões	100	100	2	2

This estimation required the ship size classification expressed in table below.

Table 3-72: Ship type classification for tugs fuel consumption estimation

Ship Type	gt
Small Size	gt≤1000
Medium Size	10000≤gt<1000
Large Size	50000≤gt<10000
Super Large Size	gt>50000

gt: gross tonnage

Finally, the fuel consumption was added to the ship that needed the tugs service. The fuel tables presented above include fuel consumption in tugs operations.

3.4.4.5 Category-specific QA/QC and Verification

Energy consumption was compared with data from the energy balance reported by DGEG. No differences were found between total fuel estimated with the described methodology and total fuel reported in the energy balance.

3.4.4.6 Recalculations

No recalculations were made.

3.4.4.7 Further Improvements

We plan to review the emission factors for navigation in accordance with the December 2021 update of the EMEP/EEA 2019 air pollutant emission inventory guidebook.

3.5 Small Combustion (NFR 1.A.4)

3.5.1 Category description

This source category refers to combustion in stationary and mobile sources (off-road equipment) that occur in commercial/institutional, residential, and agriculture/forestry/fishing activity sectors. The following stationary combustion equipment were included in this sector: boilers, co-generation equipment, machines and static engines. Also included in 1.A.4 are emissions from fisheries bunkers and off-road vehicles used in agriculture/forestry sector (both will have their own sub chapter below).

The table below summarizes the subcategories considered as well as the coverage of the estimated pollutants for each of the subcategories.

Table 3-73: Subcategories considered and coverage of estimated pollutants

NFR Code	Categories	Pollutant coverage	Source Category
1A4a	**Commercial/institutional:**		
1A4ai	Stationary	All CLRTAP pollutants	Commercial, services and institutional Railways - stationary
1A4aii	Mobile	All CLRTAP pollutants (ii)	Commercial mobile
1A4b	**Residential**		
1A4bi	Stationary	All CLRTAP pollutants	Domestic combustion
1A4bii	Household and gardening	All CLRTAP pollutants (ii)	House and garden machinery
1A4c	**Agriculture/Forestry/Fishing**		
1A4ci	Stationary	All CLRTAP pollutants (i)	Stationary combustion
1A4cii	Off-road vehicles and other machinery	All CLRTAP pollutants (ii)	Tractors and mobile machinery
1A4ciii	National fishing	All CLRTAP pollutants (i)	Fishing Vessels

(i) NH_3 is not estimated
(ii) Hg, As, PCDD/PCDF, benzo(k) fluoranthene, Indeno (1,2,3-cd) pyrene, HCB and PCBs are not estimated

3.5.2 Methodology

The table below summarizes the methodological approaches adopted and the main source of emissions for each sub-category.

Table 3-74: Methodological approaches and main source of emissions for each sub-category

Categories	Method Approach	Main source of emissions
1A4ai - Commercial/institutional: Stationary	**TIER 2** - Technology-specific [a] **TIER 1** - Energy consumption	Combustion of diesel and natural gas in Commercial and Public plants for space heating
1A4aii - Commercial/institutional: Mobile	**TIER 1** - Energy consumption	Combustion of gasoline and other kerosene in commercial sector
1A4bi - Residential: Stationary	**TIER 2** - Technology-specific [a] **TIER 1** - Energy consumption	Combustion of wood and LPG in households for space heating, water heating and cooking
1A4bii - Residential: Household and gardening	**TIER 1** - Energy consumption	Combustion of gasoline and other kerosene in household mobile appliances
1A4ci - Agriculture/Forestry/Fishing: Stationary	**TIER 2** - Technology-specific [a] **TIER 1** - Energy consumption	Combustion of diesel for heating purposes
1A4cii - Agriculture/Forestry/Fishing: Off-road vehicles and machinery	**TIER 2** - Technology-specific [b] **TIER 1** - Energy consumption	Combustion of diesel in tractors and other agricultural machinery
1A4ciii - Agriculture/Forestry/Fishing: National fishing	**TIER 2** - Technology-specific [c] **TIER 1** - Energy consumption	Combustion of diesel in deep sea and coastal fishing vessels
(a) Tier 2 was applied based on the thermal uses of each sub-sector, taking into account the fuel consumption in each appliance. (b) Tier 2 was used only to estimate NO_x and PMs emissions from this sub-sector. (c) Tier 2 was used to estimate NO_x, PMs, NMVOCs and CO emissions from this sub-sector.		

The paragraphs below are intended to explain the different methodologies used to estimate the different sub-sectors and pollutants.

To apply a TIER 2 methodology its required information on the fuels and technologies used in the sector. While fuel consumption, by this type of fuel, is easily obtained through the National Energy Balance, a consistent time series that correctly characterizes the split technology of this sector is not available.

Previously, the Inventory used as a source of information for the technological split, a survey on energy consumption in the Residential Sector (DGEG), which characterized only the year 2010. Although the information was detailed regarding some of the thermal uses and equipment used, it failed in the task of portraying the time series.

Thus, in order to apply the Tier 2 methodology to these key categories, the Inventory relied on two sources of information:

- Appliance type split according to IIASA GAINS[20] model for years 2000, 2005 and 2010
- Thermal uses split according to JRC-IDEES[21] database between 2000 and 2015

[20] Tables 3.36, 3.37and 3.38 of EMEP/EEA Guidebook – 1A4 Small Combustion 2016

[21] JRC-IDEES is developed by the European Commission's Joint Research Centre and offers a consistent set of disaggregated energy-economy-environment historical time series from the year 2000 onwards for all EU Member States

In both cases, since this information does not cover the entire time series, the missing years have been estimated through interpolations and extrapolations. The result of this estimate can be found ahead in section 3.2.3.4.3.1 Technology Split.

IIASA's Appliance type split was applied only to wood combustion in the residential sector and allowed to disaggregate the consumption of wood by type of equipment.

The JRC-IDEES Database allowed to apply a split based on Thermal Use (space heating, water heating and cooking) for the most significant fuels in each sub-sector. In order to apply the emissions factors of the EMEP/EEA Guidebook, it was chosen based on the 2010 Survey to the residential sector, which equipment is associated with each type of thermal use, thus having a better characterization of the appliances used in Portugal. The choice of end-use technology can be found in the section 3.2.4.4 Emission Factors.

Regarding mobile sources, as mentioned earlier, this submission is the first time that a Tier 2 is applied for the NO_x estimation. One of the main limitations identified to date was the unavailability of information to break down fuel consumption by type motorization (fishing boats) or technology stage (tractors).

During the NECD 2020 review, it was suggested by the experts review team that information from the EMEP 2019 Guidebook be used to split the activity data by technology.

In the case of NO_x emissions from tractors and other agricultural machines, the methodology described in section 3.3 of the 2019 EMEP / EEA Guidebook (Non-road mobile sources and machinery chapter) was used. Regarding NO_x emissions from fishing vessels, the methodology used can be found in section 3.3 of the 2019 EMEP / EEA Guidebook (1.A.3.d Navigation chapter).

Below we describe the methodological approaches considered for the estimation of emissions.

General Approach for Tier 2 Method

The Tier 2 approach for emissions from category 1.A.4 uses the general equation:

$$E_i = \sum_j \sum_k EF_{i,j,k} \times A_{j,k}$$

Where:

E_i – annual emission of pollutant *i*,

$EF_{i,k,j}$ – default emission factor of pollutant i for appliance type j and fuel k,

$A_{j,k}$ – annual consumption of fuel k in appliance type j.

General Approach for Tier 1 Method

The Tier 1 approach for emissions from category 1.A.4 uses the general equation:

$$E_{pollutant} = AR_{fuelconsumption} \times EF_{pollutant}$$

Where:

$E_{pollutant}$ – the emission of the specified pollutant,

$AR_{fuelconsumption}$ – the activity rate for fuel consumption,

$EF_{pollutant}$ – the emission factor for this pollutant.

General Approach for SO_x emission of Liquid Fuels Combustion

Emissions of SO_x are directly related to the fuel content of the fuel, and were estimated from:

$$Emi_{SOx(s)} = 2 * \sum_f \sum_t [S_{(f,s,t,y)} /100 * Fuel_{Cons(f,s,t)}]$$

Where:

$Emi_{SOx(s)}$ - Total emissions of SO_x from sub-sector s (t/yr);

$S_{(f,s,t)}$- Sulphur content of fuel f used in sub-sector s and equipment t in year y (%);

$Fuel_{Cons(f,s,t)}$ – Fuel consumption for each particular fuel and in each equipment of technology t (t/yr).

General Approach for Tier 2 NO_x emission from mobile sources

The Tier 2 approach for NO_x emissions from category 1.A.4.c uses the general equation:

$$Emi_{NOx} = \sum_j \sum_t FC_{j,t} \times EF_{NOx,j,k}$$

Where:

Emi_{NOx} – annual NO_x emission

$FC_{j,t}$ - fuel consumption of fuel type j by technology type t

$EF_{i,k,j}$ – average emission factor for NO_x for fuel type j for technology type t,

j – fuel type (diesel, petrol, bunker fuel oil, marine diesel oil)

t (off-road equipment technology) < 1981, 1981–1990, 1991–Stage I, Stage I, Stage II, Stage IIIA, Stage IIIB, Stage IV, Stage V)

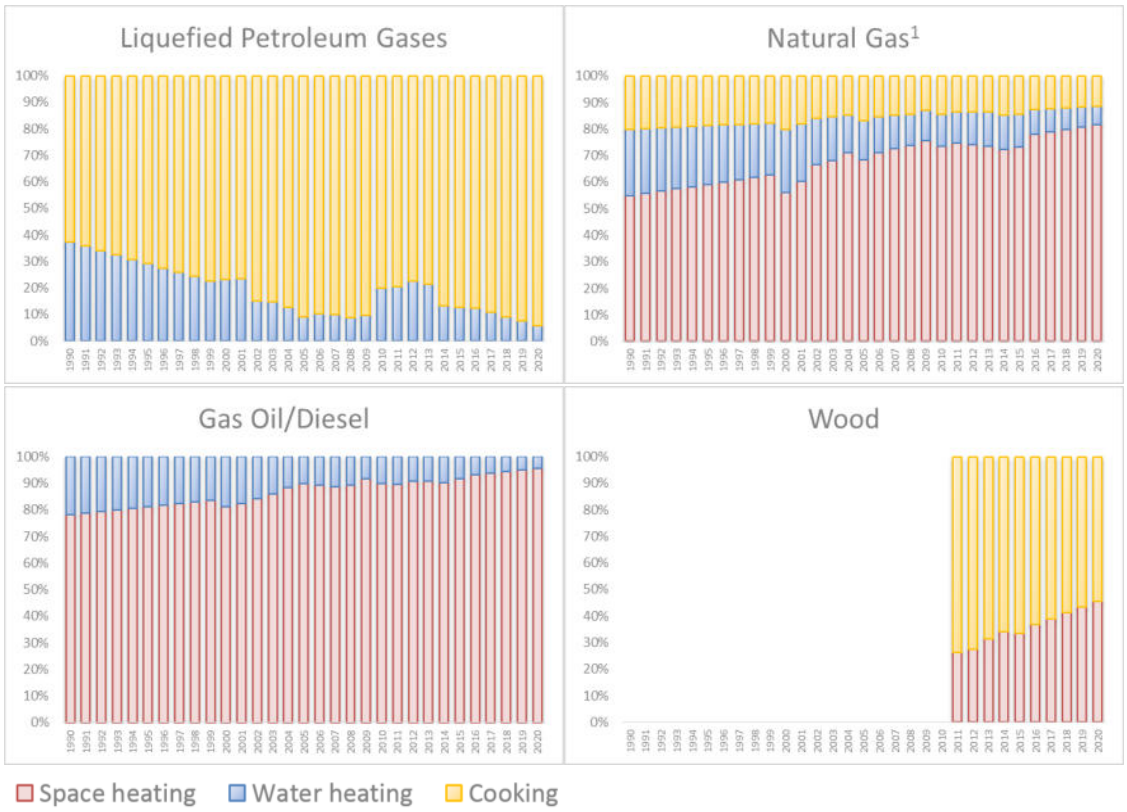
t (vessel engine type): High-speed diesel, Medium-speed diesel, Slow-speed diesel

3.5.3 Activity Data

3.5.3.1 Technology Split (stationary sources)

As explained in the previous point the technological split was made based on two different sources - IIASA GAINS Model and JRC-IDEES Database.

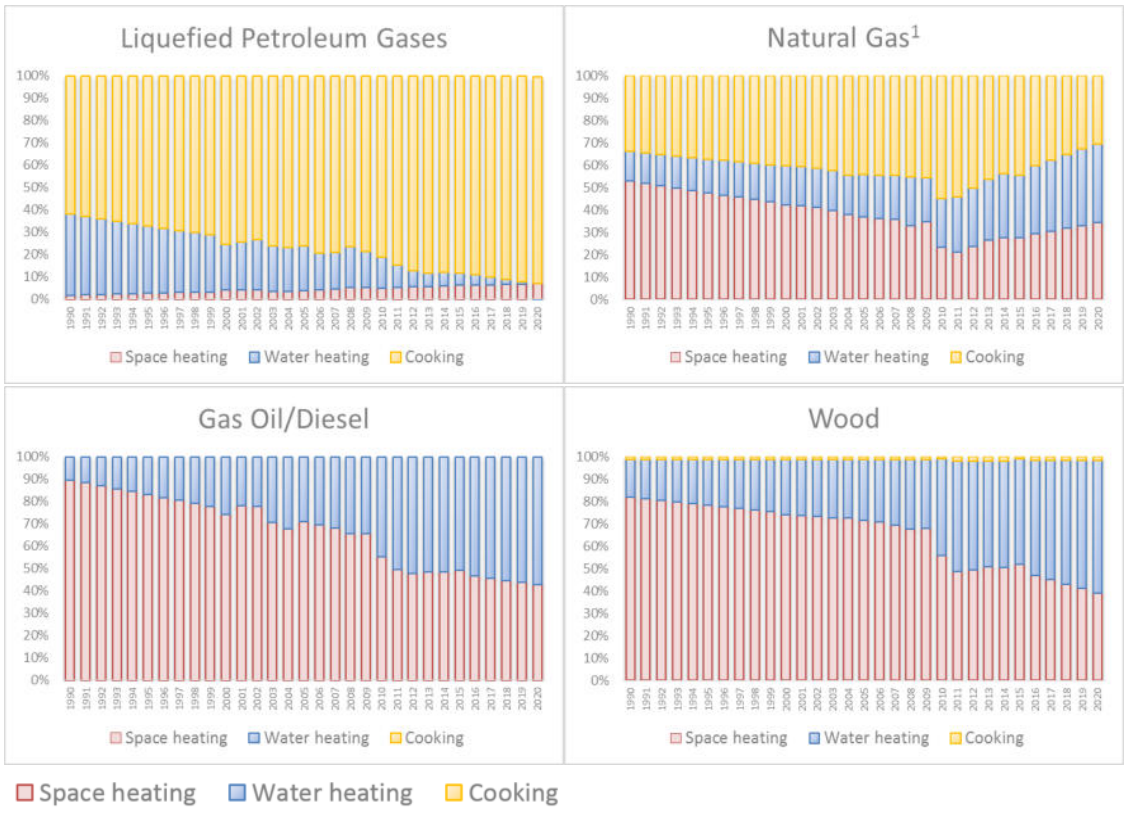
Commercial and Institutional sector is characterized, on one hand, by the heating needs supplied by Diesel and Natural Gas in small plants of heat generation and on the other hand, by the consumption of LPG and Solid Biomass in the Catering sector.



1 Include Gas Work Gas

Figure 3-45: Split in Thermal Uses for Commercial/Institutional Sector

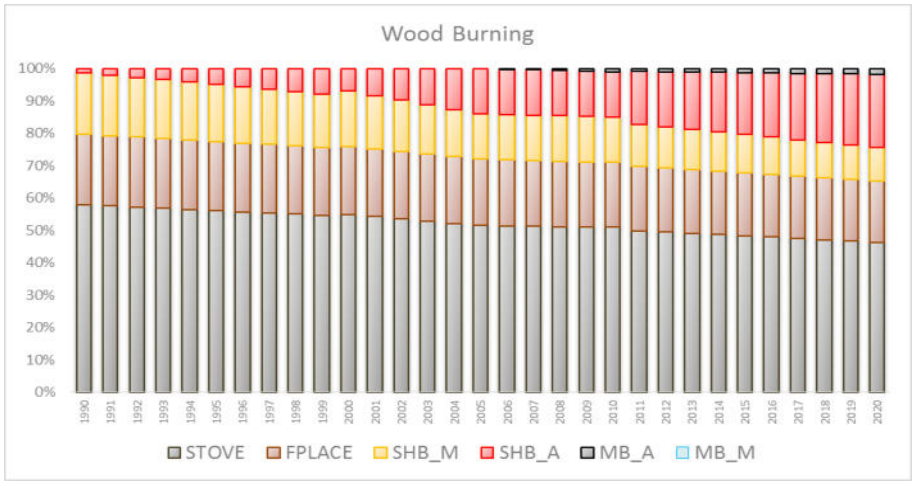
In the residential sector, the main fuels consumed are LPG and solid Biomass. Between the two are covered the three types of thermal uses. Since LPG is preferentially used in stoves intended for cooking, and the wood is burned in stoves, boilers and fireplaces for the purpose of space heating. Another trend observed between these two fuels is the use of wood in the heating of water from 2010, coinciding with the reduction of LPG consumption for this purpose (see figure below).



1 Include Gas Work Gas

Figure 3-46: Split in Thermal Uses for Residential Sector

The figure below shows the split in appliances/tecnhologies considered for the residential combustion of wood. The main trend observed is the replacement of Conventional Stoves with more modern technologies like pellets stoves, pellets boilers and automatic boilers. Even so, the appliances used in Portugal can be considered as traditional since, even in recent years, conventional stoves and boilers as well as open fireplaces represent about 80% of the consumption of wood.



STOVE - Conventional stoves; **FPLACE** - Open fireplaces; **SHB_M** - Conventional boilers
SHB_A - Pellet stoves and boilers; **MB_A** - Automatic Boilers; **MB_M** - Wood combustion

Figure 3-47: Split in appliances/technologies for Residential Sector –Wood Burning

The methodological update made this year, allowed to separate more correctly the consumption of Diesel in the Agriculture sector. Until then, it was considered that all Diesel consumed in this sector was attributed to combustion in tractors and other off-road machines.

Using the information from JRC-IDEES Database, we can conclude that this assumption would be incorrect, and diesel consumption of these vehicles represents about 50% of the total diesel consumption of agricultural sector.

This correction in diesel consumption resulted in the allocation of emissions from the category Off-road vehicles and machinery (1.A.4.c ii) to the category Agriculture/Forestry/Fishing: Stationary (1.A.4.c i). Assuming that these allocated emissions refer to heating and pumping activities by stationary sources in agriculture.

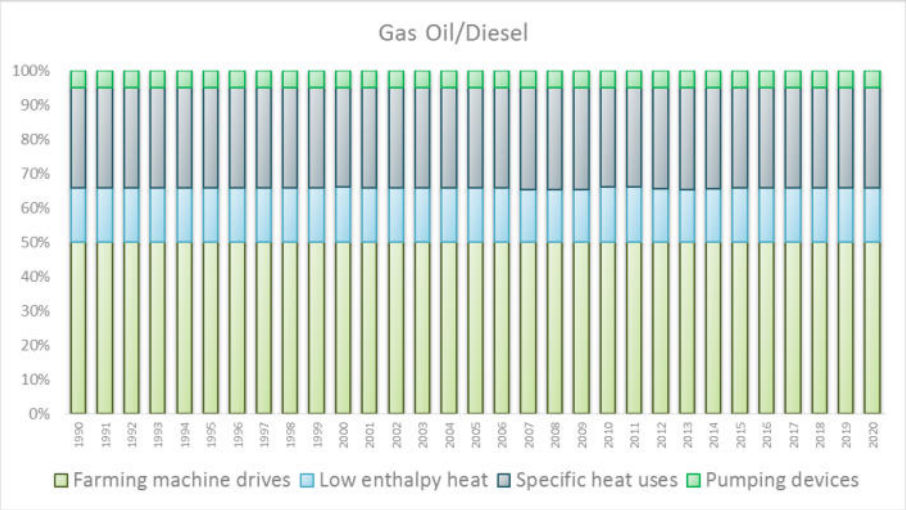


Figure 3-48: Split in Thermal Uses for Agriculture Sector – Diesel

3.5.3.2 Technology Split (mobile sources)

AGRICULTURE: Off-road vehicles and other machinery

In order to apply the tier 2 methodology to estimate NO_x emissions (key-category) for tractors and other agricultural machinery, suggested in the EMEP Guidebook 2019 section 3.3 of the Non-road mobile sources and machinery volume, it was necessary to obtain information regarding fuel consumption disaggregated by technology.

Data on the estimated lifetime of different machines included in Appendix C of the guidelines referred to above was used to build a picture of the age profiles for the different categories and technologies. In combination with the information from the percentage split of total fuel consumption as a function of engine age are given for diesel machinery and for gasoline two-stroke and four-stroke machinery (available in tables 3.3 and 3.4 GB2019 - Non-road mobile sources and machinery) it was possible to split the total fuel consumption into engine technology layers for each inventory year.

The figures below represent the split of diesel and gasoline consumption by technology for the time series (1990-2023) considered in the estimate of the Portuguese inventory.

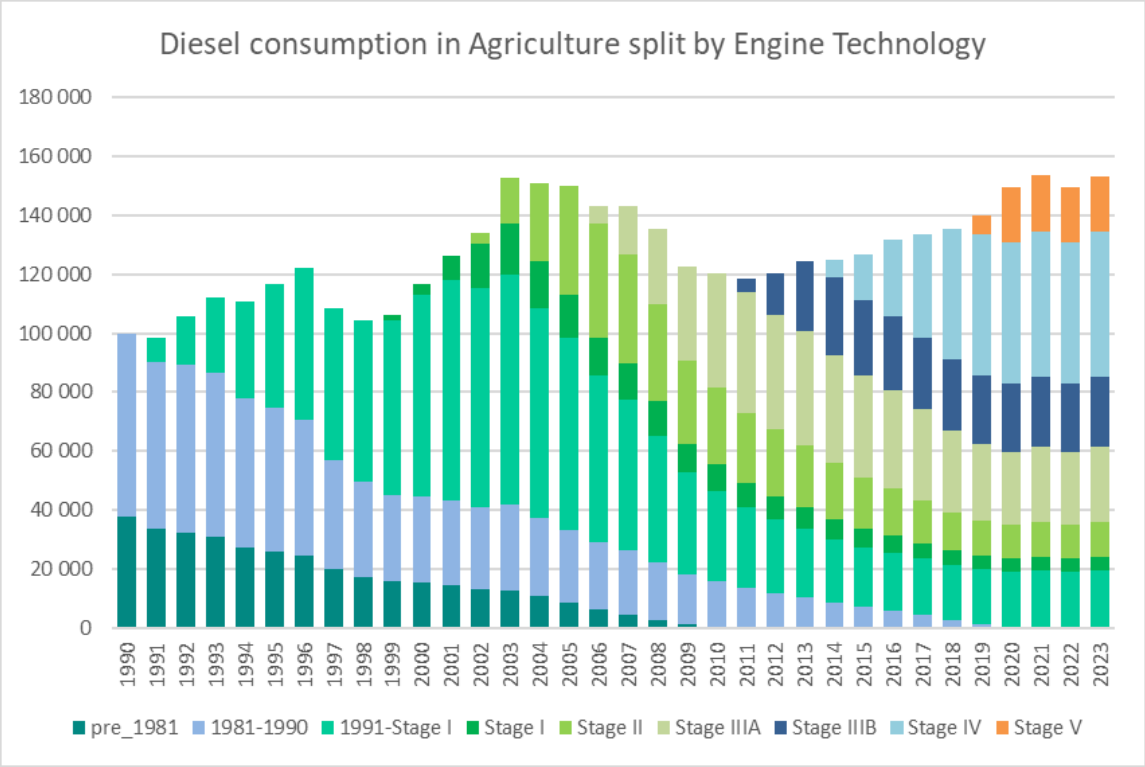


Figure 3-49: Diesel consumption in 1A4cii- split by engine technology (TJ)

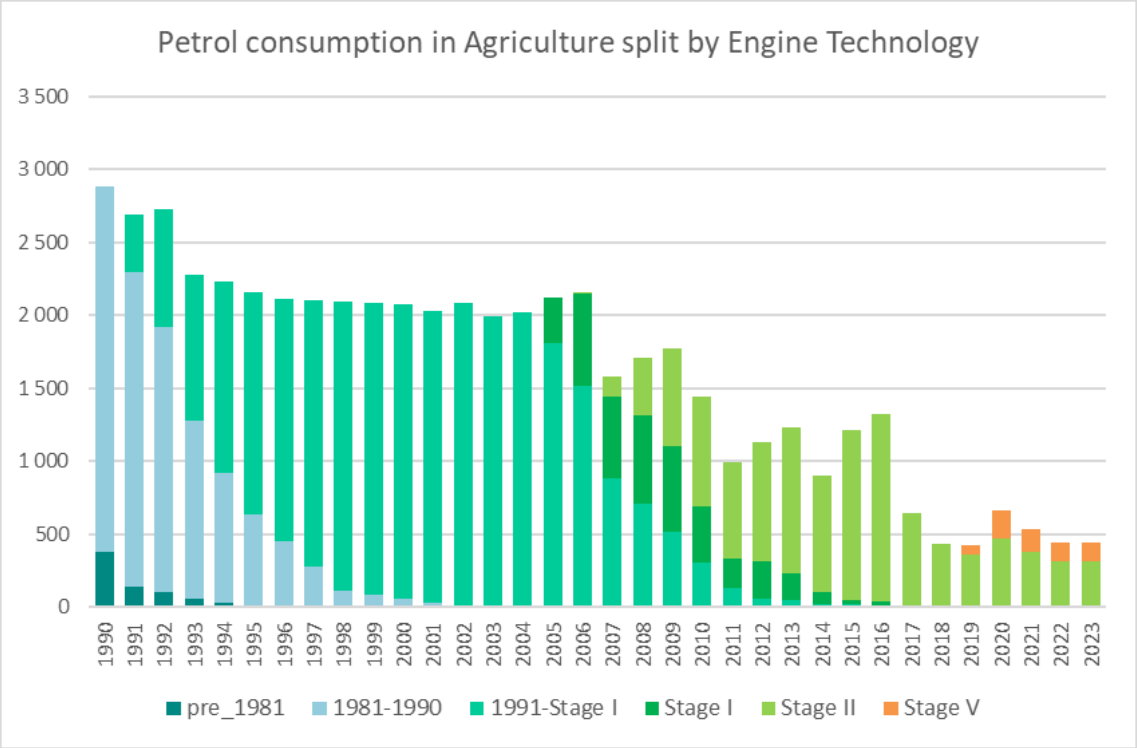


Figure 3-50: Gasoline consumption in 1A4cii- split by engine technology (TJ)

PORTUGUESE FISHING FLEET CHARACTERIZATION

Similar to the previous category, there is a need to disaggregate fuel consumption by type of technology (in this case by type of engine) in order to apply a methodology for estimating NO_x tier 2 emissions for the category of fishing boats.

Fishing Fleet classification by engine type was made considering the implicit values of Gross Tonnage and Propulsion Power Instlated for the period 2011 to 2018. For this, the source of information was the "Annual Report: Portuguese Fishing Fleet" produced by the Directorate-General for Natural Resources, Safety and Maritime Services.

The criteria for classification by engine type were chosen by the inventory team, taking into account additional information published in the Annual Report of the Portuguese Fleet: 2015-2018. Also, for this classification, the length of the vessel and the type of fishing technique used were considered. More disaggregated data can be found in ANNEX C - Small combustion (NFR 1.A.4).

In the table below is a compilation of the results related to the share of each parameter considered. Representing the share of each type of engine in the total of vessels, the share of each type of engine considering the total Gross Tonnage of the Portuguese fleet, and the share of each type of engine considering the propelling power of all motorized fishing vessels in Portugal.

Table 3-75: Share of Engine Types by Number of Ships, Gross Tonnage and Total Power Instaled – Diesel Engines

ENGINE TYPE	2011	2012	2013	2014	2015	2016	2017	2018
Share of engine type by total Ships								
High-speed Diesel Engine	72%	71%	71%	70%	71%	67%	66%	66%
Medium-speed Diesel Engine	28%	28%	28%	29%	29%	33%	34%	33%
Slow-speed Diesel Engine	1%	1%	1%	1%	0%	1%	1%	0%
Share of engine type by total Gross Tonnage								
High-speed Diesel Engine	6%	6%	6%	6%	6%	6%	6%	6%
Medium-speed Diesel Engine	56%	58%	57%	56%	59%	58%	56%	60%
Slow-speed Diesel Engine	38%	37%	37%	38%	35%	36%	38%	34%
Share of engine type by total Propulsion Power kW								
High-speed Diesel Engine	27%	26%	26%	26%	28%	25%	25%	26%
Medium-speed Diesel Engine	60%	61%	61%	61%	62%	63%	62%	63%
Slow-speed Diesel Engine	13%	12%	13%	13%	11%	12%	13%	11%

For the distribution of diesel consumption in fishing vessels, the Share of engine type by total propulsion power kW was considered, assuming the relationship of proportionality between power and fuel consumption. As the information collected only covers the period 2011 to 2018, it was assumed that between 1990 and 2010 the share is equal to the share of 2011.

In the exceptional case of fuel oil consumption recorded in the energy balance as associated with fishing activity (only significant in 1994), this consumption was considered to occur in "medium-speed engines".

The figure below represents the distribution of fuel consumption by type of engine considered for fishing vessels used to estimate NO_x emissions.

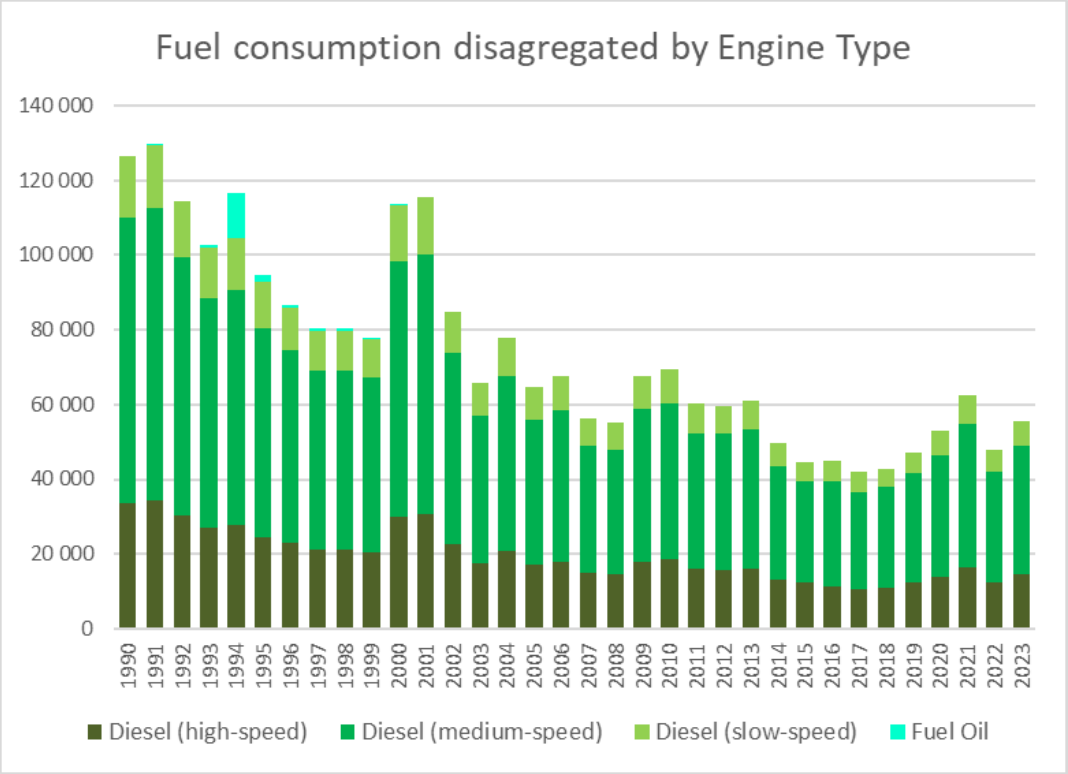


Figure 3-51: Fuel consumption by engine type (t)

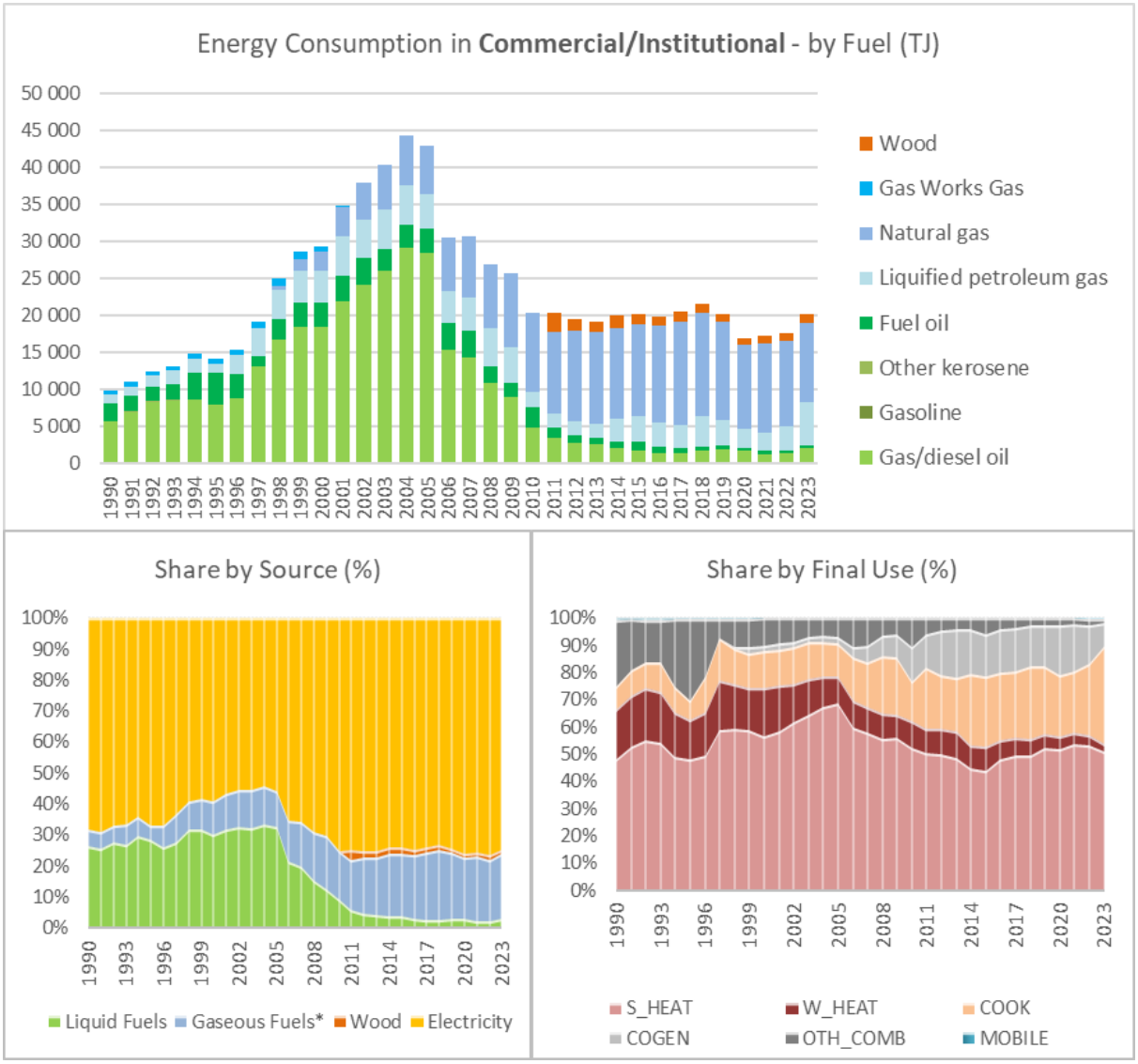
3.5.3.3 Energy Consumption

Data on fuel consumption was obtained from the annual energy balances compiled by DGEG and are presented in the following figures and ANNEX C: ENERGY (NFR 1).

Commercial/Institutional

Natural Gas, more recently, and Diesel, until 2010, are the main fuels used in the combustion that occurs in the Commercial sector. Both are generally used in the production of heat by small plants. As mentioned above, the consumption of diesel was higher in the period between 1990 and 2010, after which it was replaced by natural gas and electric heating solutions. This electrification trend also leads to a small increase of the cogeneration share in this sector.

Another use that has gained some preponderance in the last years has been the combustion for the purpose of cooking. Here the main fuel is the LPG that is supplied to the restaurant now through piped LPG or through propane and butane jars.



a) S_HEAT: Space Heating; W_HEAT: Water Heating; COOK: Cooking; COGEN: Cogeneration; OTH_COMB: Other Combustion

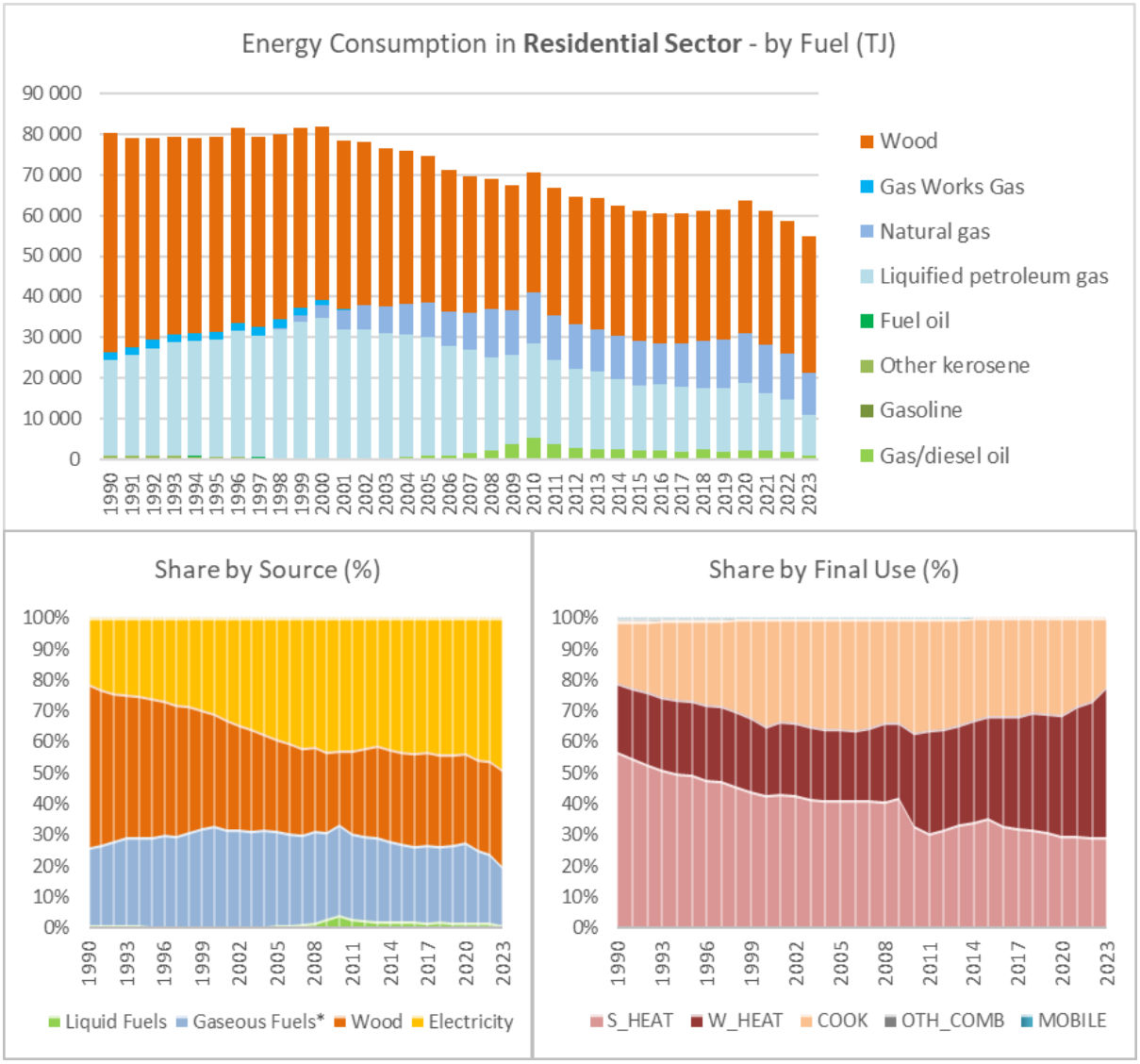
Figure 3-52: Energy consumption in Comercial/Institutional sector - by Fuel, Source and Final Use

The Diesel/Gas Oil time series show a drop in consumption from 2005 to 2006. This fact results from reallocation, in the energy balance, of road gas oil from services not specified to agriculture (DGEG). There is a decrease in diesel oil consumption in 2010 for the services sector that results from the incorporation of data from the 2010 Survey on Energy Consumption in the Residential Sector. This decrease is coupled with an increase in diesel consumption in the residential sector.

Residential

In the Residential sector, solid biomass and LPG are the main fuel consumed. With LPG being mainly used for the purpose of cooking, and the solid biomass being used for heating both water and space.

The trend of decreasing energy consumption in this sector has been a lot thanks to electrification of the same, this statement has main importance in the reduction of wood consumption, since nowadays, the Portuguese population uses more electrified equipment's for space heating than in the 90s.



a) S_HEAT: Space Heating; W_HEAT: Water Heating; COOK: Cooking; OTH_COMB: Other Combustion

Figure 3-53: Energy consumption in Residential sector - by Fuel, Source and Final Use

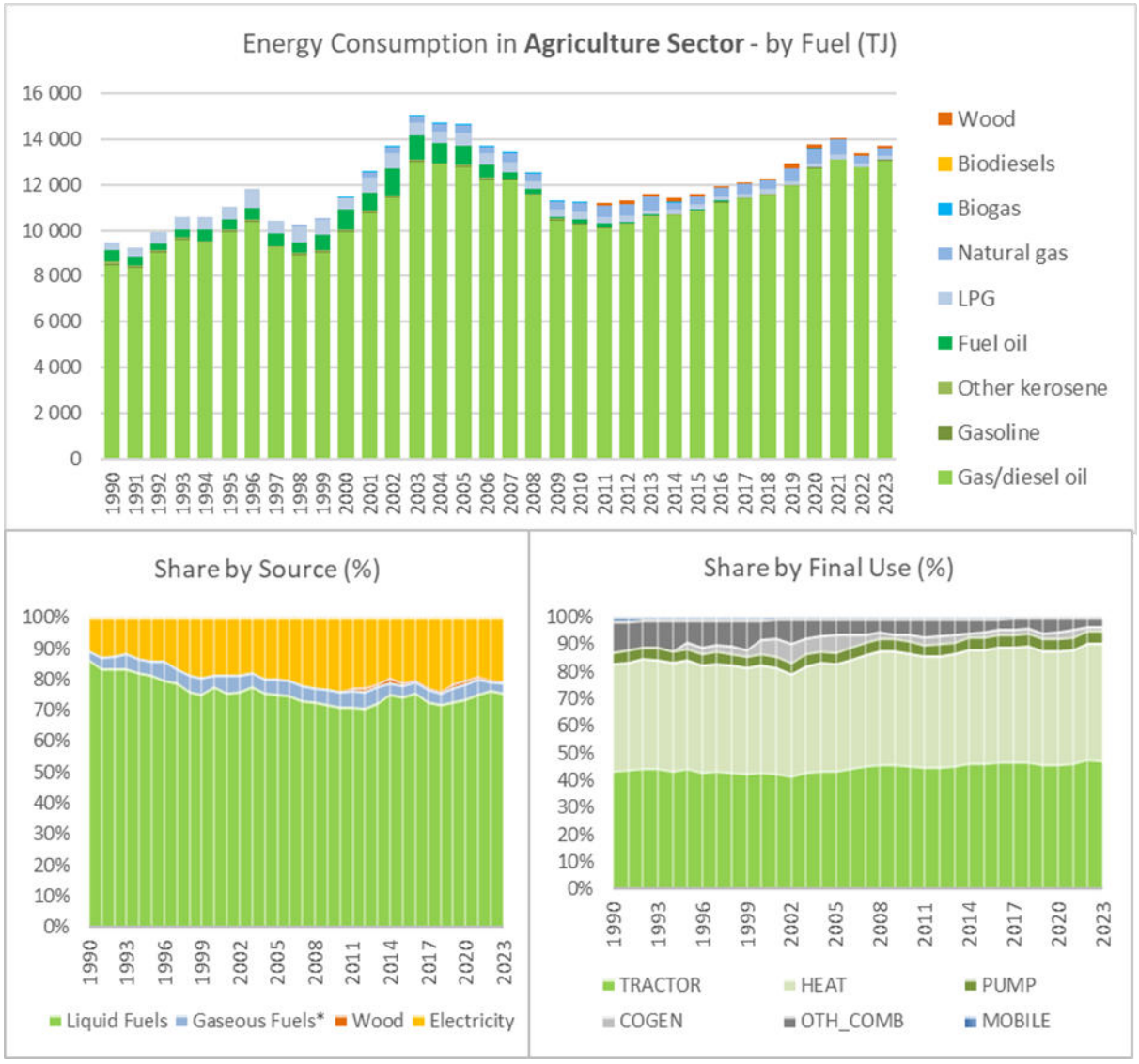
Also, Natural Gas has some highlight in the consumption of this sector, having gained market share through solutions that cover the entire spectrum of thermal solutions (space heating, water heating and cooking).

There is an increase in diesel oil consumption in 2010 for the residential sector that results from the incorporation of data from the 2010 Survey on Energy Consumption in the Residential Sector. This increase is coupled with a decrease in diesel consumption in the services sector.

Agriculture

In this sector the main fuel is diesel, the consumption of which is distributed by both stationary and mobile sources.

There is still some electrification in this sector, with consumption referring to stationary consumption. And a residual portion of cogeneration, currently produced through the combustion of natural gas and biogas.



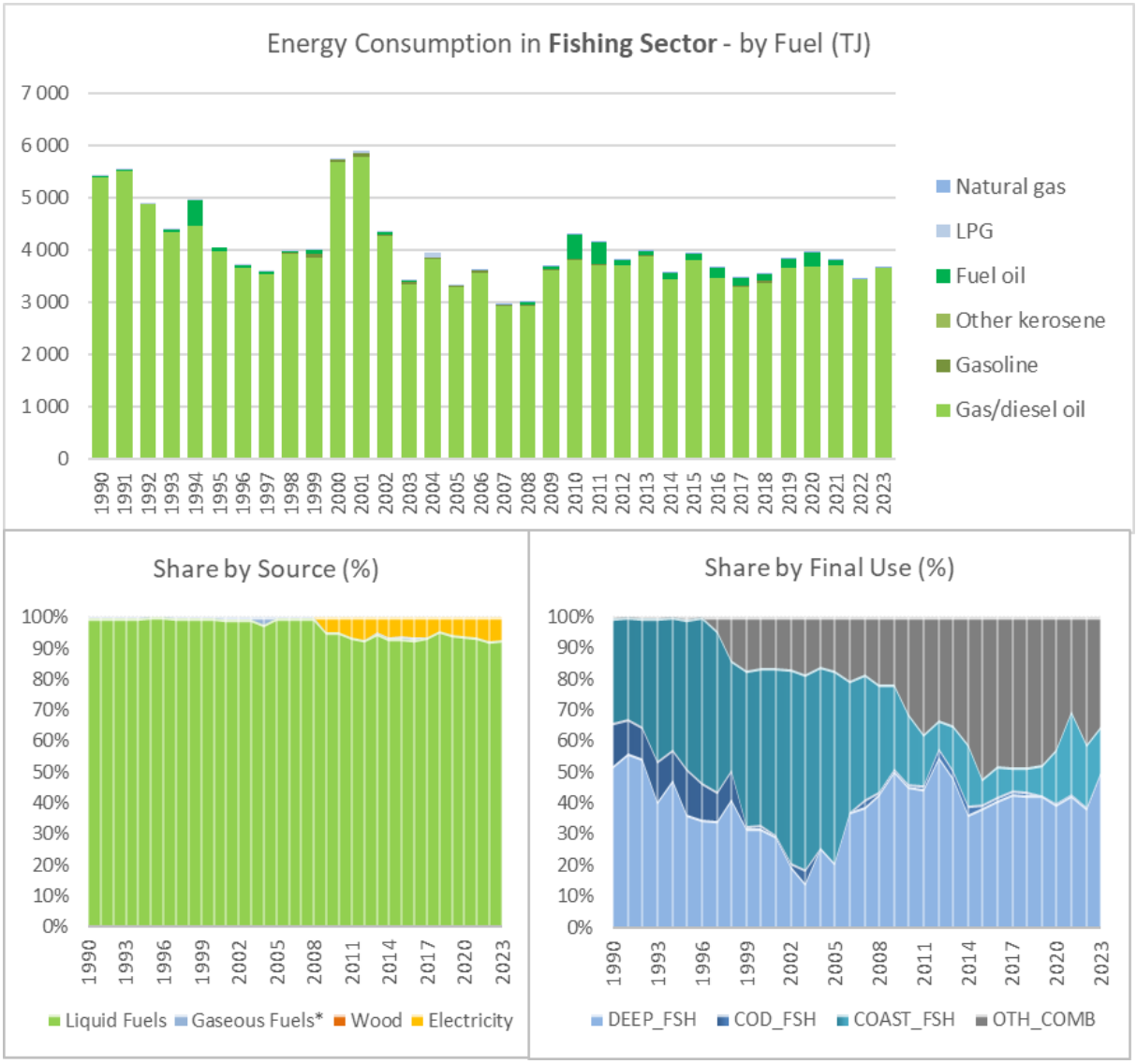
a) Gaseous Fuels* include Natural Gas, Gas Work Gas and Liquefied Petroleum Gases
b) TRACTOR: Mobile machinery; HEAT: Heat uses; PUMP: Pumping devices; COGEN: Cogeneration; OTH_COMB: Other Combustion

Figure 3-54: Energy consumption in Agriculture sector - by Fuel, Source and Final Use

As regards the general consumption trend, two slight consistency breaks are identified between 1997 and 1998 and then between 2002 and 2005. It was clarified by our national Energy Authority, that until 2002 colored gas oil (Agricultural diesel) was used as fuel for use in agriculture, but also in coastal fishing and other stationary equipment (such as heating boilers). In 2003, "colored and marked diesel for heating" was introduced on the internal market, separating the consumption of these two fuels. This alteration could be at the origin of the apparent series break, in particular in 2003 and 2004.

Fishing

In fishing sector like in agriculture sector, diesel is the main fuel consumed, being used by both mobile and stationary sources. Electricity consumption in this sector is very low, but the share has nevertheless increased in the last decade. The trend of growth of consumption by source sources needs to be clarified because it may result from an inefficient separation between costal fishing consumption and stationary sources.



a) DEEP_FSH: Deep Sea Fishing; COD_FSH: Cod Fishing; COAST_FSH: Coastal Fishing; OTH_COMB: Other Combustion

Figure 3-55: Energy consumption in the Fishing sector - by Fuel, Source and Final Use

3.5.4 Emission Factors

This section lists the emission factors used in the Small Combustion category estimates (NFR 1.A.4). In general, for this sector, default emission factors from the most recent version of the EMEP / EEA Guidebook are used. However, in this section you can also consult the sulfur contents of the liquid fuels used to estimate SO_x emissions in the Small Combustion category, and the methodology used to determine the evolution of the emission factor used to estimate the NO_x emissions for the National Fishing sub-category. (NFR 1.A.4.ciii).

Table 3-76: Emissions factors for Category 1.A.4.a.i – Commercial/Institutional: Stationary

Fuel	Technology	Final use	Table[1]
Liquefied Petroleum Gases	Medium Boilers	Water heating	**3.27**
	Stove, Hobs and Ovens	Cooking	**3.26**
Natural Gas & Gas Work Gas	Medium Boilers	Space heating; Water heating	**3.27**
	Heat Pump	Space heating; Space cooling	**3.26**
	Stove, Hobs and Ovens	Cooking	**3.26**
	Gas Turbines	Small Cogeneration	**3.28**
Gas Oil	Medium Boilers	Space heating; Water heating	**3.25**
Wood and Wood Waste	Medium Boilers	Space heating	**3.48**
	Ovens	Cooking	**3.46**
Fuel Oil	Boilers (>50KWth <1MWth)	Other Combustion	**3.24**
	Boilers (>1MWth <50MWth)	Small Cogeneration	**3.25**
Gasoline	-	Other Combustion	**3.9**
Other Kerosene	-	Other Combustion	**3.9**

[1] Source: EMEP/EEA Guidebook - 1A4 Small Combustion 2023

Table 3-77: Emissions factors for Category 1.A.4.c.i – Agriculture / Forestry / Fishing: Stationary

Fuel	Technology	Final use	Table[1]
Gas Oil	Boilers (>50KWth <1MWth)	Heat uses	**3.24**
	Reciprocating engines	Pumping devices	**3.31**
	-	Other Combustion	**3.9**
Liquefied Petroleum Gases	Boilers (>1MWth <50MWth)	Other Combustion	**3.27**
Natural Gas & Gas Work Gas	Boilers (>1MWth <50MWth)	Other Combustion	**3.27**
	Gas Turbines	Small Cogeneration	**3.28**
Wood Waste	Medium boilers (>50kWth)	Other Combustion	**3.48**
Fuel Oil	Boilers (>50KWth <1MWth)	Other Combustion	**3.24**
	Boilers (>1MWth <50MWth)	Small Cogeneration	**3.25**
Gasoline	-	Other Combustion	**3.9**
Other Kerosene	-	Other Combustion	**3.9**

[1] Source: EMEP/EEA Guidebook - 1A4 Small Combustion 2023

Table 3-78: Emissions factors for Category 1.A.4.b.i – Residential: Stationary

Fuel	Technology	Final use	Table[1]
Liquefied Petroleum Gases	LPG Heaters	Space heating	**3.13**
	Condensing boilers	Water heating	**3.16**
	Stove, Hobs and Ovens	Cooking	**3.16**
Natural Gas & Gas Work Gas	Small Boilers	Space heating	**3.13**
	Condensing boilers	Water heating	**3.16**
	Stove, Hobs and Ovens	Cooking	**3.16**
Gas Oil	Small Boilers	Space heating; Water heating	**3.18**
Wood and Wood Waste	Conventional stoves	Space heating; Cooking	**3.40**
	Open fireplaces	Space heating; Cooking	**3.39**
	Conventional boilers (< 50 kWth)	Space heating; Water heating	**3.43**
	Pellet stoves and boilers	Space heating; Water heating	**3.44**
	Automatic Boilers (<1MW)	Space heating; Water heating	**3.48**
	Manual Boilers (<1MW)	Space heating; Water heating	**3.47**
Fuel Oil	-	Other Combustion	**3.5**
Gasoline	-	Other Combustion	**3.5**
Other Kerosene	-	Other Combustion	**3.5**

[1] Source: EMEP/EEA Guidebook - 1A4 Small Combustion 2023

Table 3-79: Emissions factors for Category 1.A.4.c.ii – Off-road vehicles and other machinery

Fuel	Technology	Final use	Table[1]
Gas Oil	Tractors, Harvesters, Others	Farming machine drives	**3.1**
Gasoline & Other Kerosene	Four and Two Stroke motors	Mobile equipments	**3.1**
Gasoline & Other Kerosene	Four and Two Stroke motors	Household and gardening	**3.1**
Gasoline & Other Kerosene	Four and Two Stroke motors	Mobile equipments	**3.1**

[1] Source: EMEP/EEA Guidebook - 1A4 Non road mobile machinery 2023

Table 3-80: Emissions factors for Category 1.A.4.c.iii – National Fishing

Fuel	Technology	Final use	Table[1]
Gas Oil	Fishing Vessels	Deep Sea, Cod and Coastal Fishing	**3.2** **3.6 & 3.7**[2]
Thick Fuel Oil	Fishing Vessels	Deep Sea Fishing	**3.1** **3.6 & 3.7**[2]
Thin Fuel Oil	Fishing Vessels	Deep Sea Fishing	**3.1** **3.6 & 3.7**[2]

[1] Source: EMEP/EEA Guidebook 2023 - 1A3d Navigation - Shipping
[2] Tables 3.6 and 3.7 used to estimate Tier 2 emissions from NOx, PMs, NMVOCs and CO

SULPHUR CONTENT ON LIQUID FUELS

The values of the sulphur contents considered in the SO_2 estimates from combustion of liquid fuels can be found in the ANNEX C: ENERGY (NFR 1).

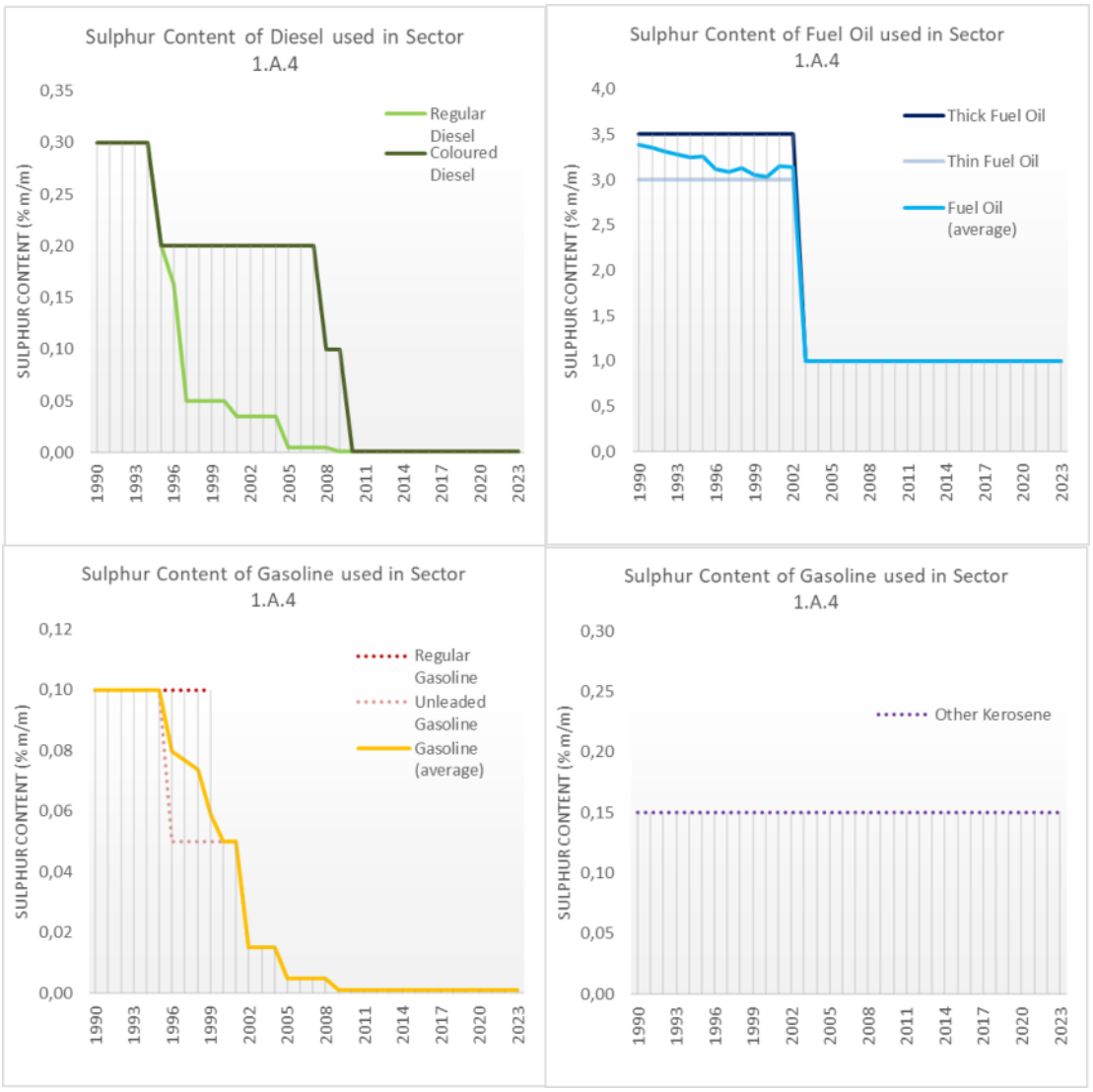


Figure 3-56: Sulphur Content in Liquid Fuels used in Sector 1.A.4

NO_x EMISSIONS FACTOR FOR NATIONAL FISHING (1.A.4.ciii)

The determination of the NO_x emission factor for the combustion of liquid fuels in fishing vessels followed the methodological guidelines described in volume 1.A.3.d Navigation (shipping) of the 2023 Guidebook EMEP/EEA, particularly in section 3.3.2 - Tier 2 engine and fuel-specific emission factors.

The following assumptions were extracted from the Guidebook chapter mentioned above:

- To estimate NO_x emissions and capture technological improvements in controlling emissions in diesel engines, a methodology was applied that considers different Tiers of engines, the interpretation of the classes suggested in the EMEP EEA 2023 Guidebook is below:

    - **Tier 0:** diesel engines installed on a ship constructed prior to 2000;
    - **Tier I:** diesel engines installed on a ship constructed on or after 2000 and prior to 2011;
    - **Tier II:** diesel engines installed on a ship constructed on or after 2011;
    - **Tier III:** diesel engines installed on a ship constructed on or after 2016. For ships operating in a designated Emission Control Area.

- The conservative assumption was made that all national fishing vessels operate outside the designated Emission Control Area and therefore there are no Tier III vessels.
- The approximate life cycle for a marine engine is assumed to be 25 years, which is equivalent to an annual replacement rate of 4%. This rate was considered to estimate the introduction of vessels with new engines in the total fleet of national fishing boats.

The application of the assumptions mentioned above resulted in the breakdown of fuel consumption by type of NO_x Tier, which can be seen in the figure below.

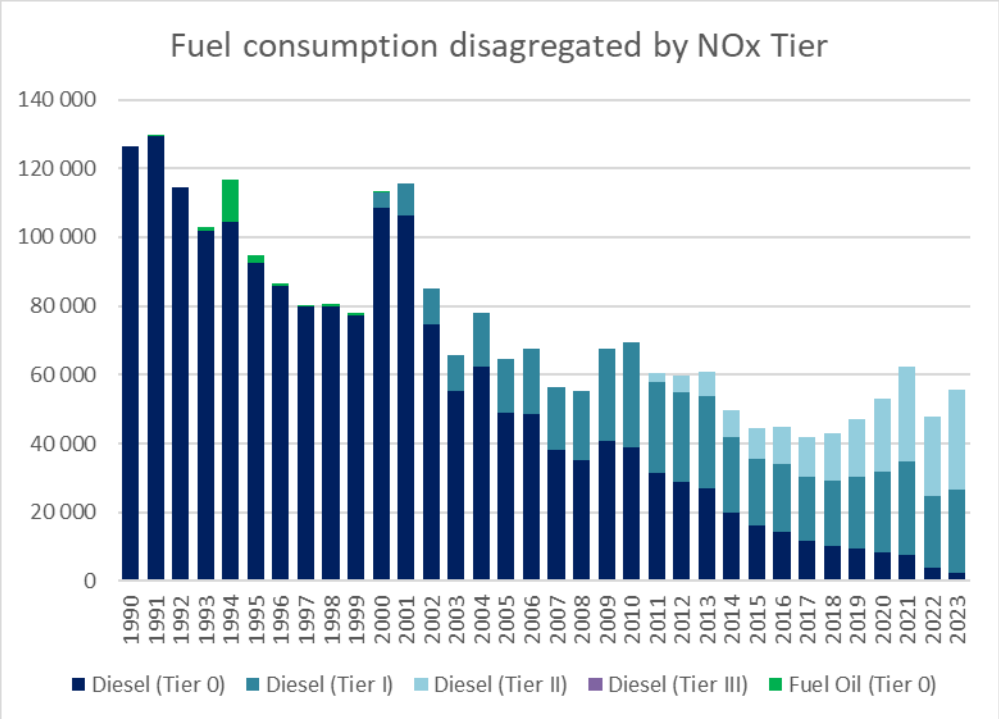


Figure 3-57 Fuel consumption in National Fishing disagregated by NO_x Tier (t)

The NO_x emission factors for the different Tiers were estimated using tables 3-6 and 3-7 of chapter 1.A.3.d Navigation-Shipping 2023, relating the NO_x emission factors for the different engine types and the percentage reduction for each tier compared to Tier 0.

The figure below shows the summary of EF NO_x considering the vessel's engine type.

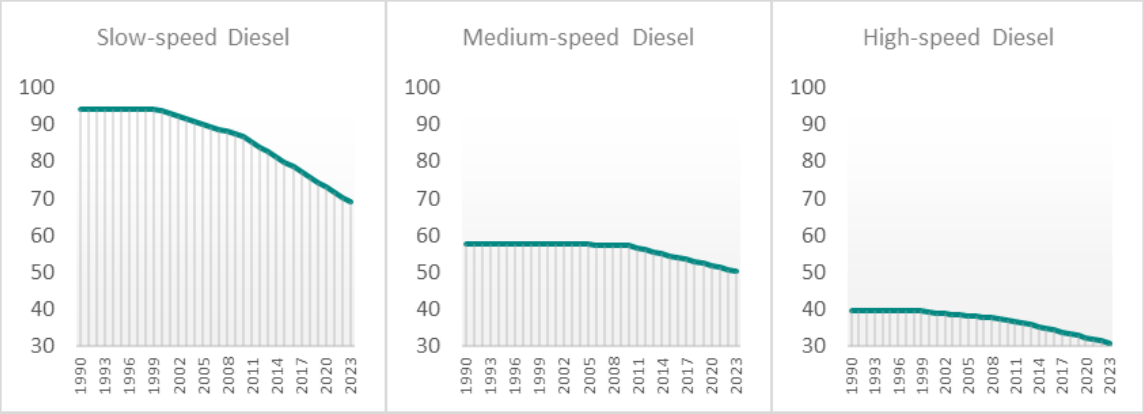


Figure 3-58: NO_x emissions factor for diesel and fuel oil combustion in shipping vessels

3.5.5 Category-specific QA/QC and Verification

To further improve the QA/QC analysis a comparison between fuel consumption values considered by the Inventory, reported by DGEG in Energy Balance and Eurostat Energy Balance was made.

The QA/QC analysis makes it evident that there are issues related to the allocation of consumption, consistency of the activity data series, both in the Eurostat and Energy Balance databases. (See figure below)

The main problems identified in the “Other sectors” category relate to:

- Gasoline consumption in the Commercial / institutional subcategory (1990 – 2007)
- Biomass consumption in the Residential subcategory (1996 – 2010)
- Diesel consumption in the Agriculture / Forestry subcategory (1990 – 1997 & 2003 – 2004)

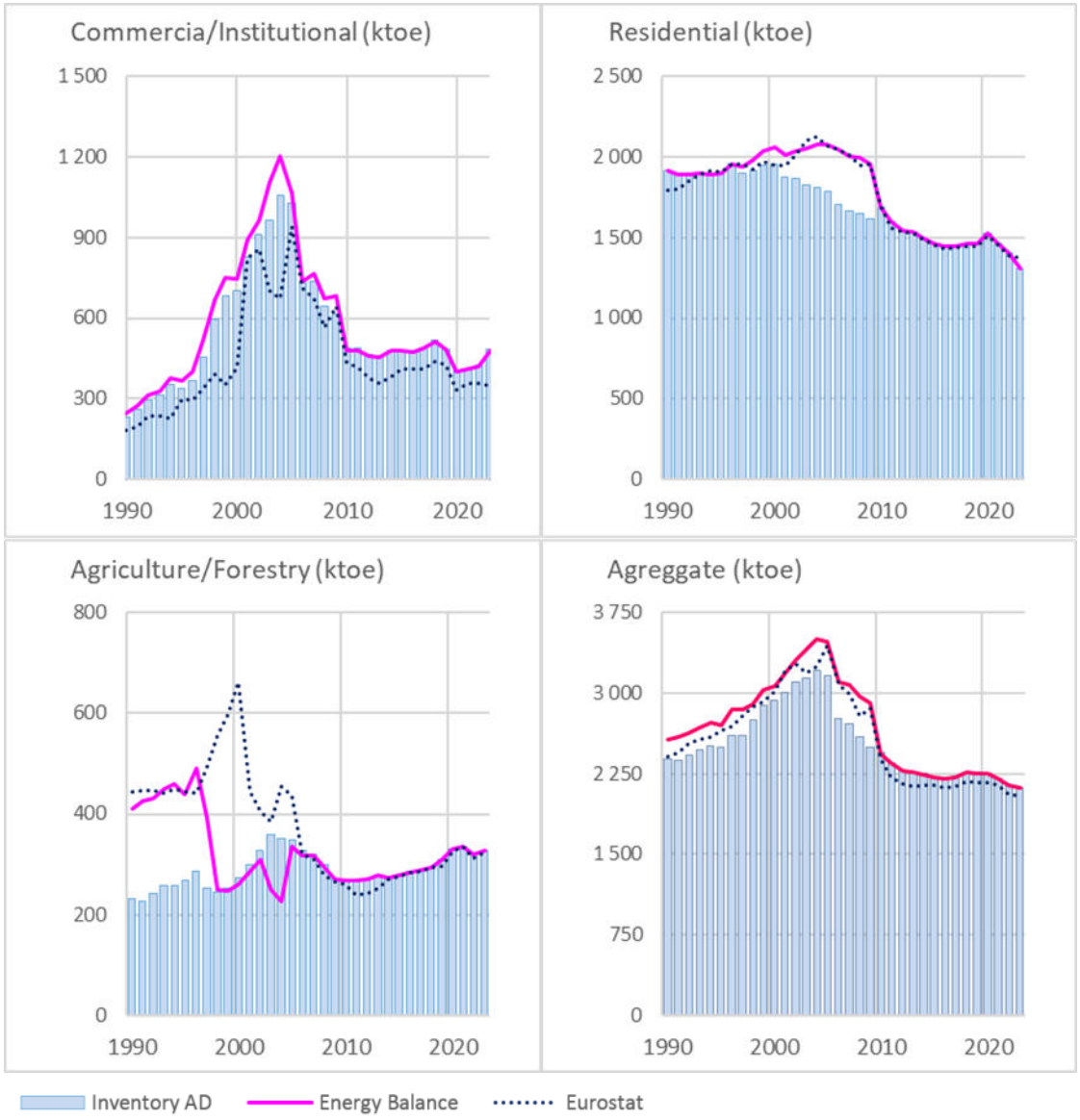


Figure 3-59: Energy consumption comparison between Inventory, National Energy Balance and EUROSTAT data by sector

The need to improve the consistency of the activity data series has long been identified. After working together with DGEG, the authority responsible for producing the energy balance, it was possible to obtain extra information that allowed the Inventory team to change the consumption time series.

Gasoline consumption in the Commercial / institutional subcategory (1.A.4.a)

Until 2007, the sale of gasoline affects the "Commercial / institutional" sector, mainly in public administration and defense, retail trade, machine rental, associative activities, hotels, post and telecommunications, diplomatic corps, etc. The end use of gasoline in these economic activities was essentially in transport.

Since 2008, with the entry into force of the methodological revision of the category classification, DGEG started to reallocate gasoline sales made to public gas stations, for the transport sector. Between 2008 and 2011, insignificant consumption of gasoline continues to be reported in this category of the Energy Balance.

In order to ensure consistency and accuracy, all gasoline sales reported in the "10.4 Services" category of the Energy Balance has been allocated to the Road Transport sector, with emissions from this gasoline consumption now estimated and reported in CRF category 1.A.3.b.

Biomass consumption in the Residential subcategory (1.A.4.b)

The inventory uses the Energy Balance as a source of information for the consumption of wood and wood products in the residential sector. The data published in the EB, originated in the publication "Survey on Energy Consumption in the Domestic Sector", which was carried out on three different dates 1989, 1996 and 2010. The results of the 2010 Survey show that there was a significant decrease in wood consumption between 1996 and 2010 (around -40%). The 2010 survey also concludes that, in relation to the energy consumption data reported in the 2009 Energy Balance: "Globally, the deviation stood at -8.9%, mainly due to wood, thus meeting expectations, given the known changes in consumption habits and the outdated information in previous editions of ICESD (used as a basis for preparing EB)".

In order to guarantee consistency throughout the time series, thus avoiding the series break between 2009 and 2010, it was assumed that there is a linear decrease in consumption between 1996 and 2010. This adjustment is the main reason for the differences in energy consumption between Inventory data and Energy Balance and Eurostat data.

Diesel consumption in the Agriculture / Forestry subcategory (1.A.4.c)

The introduction of colored and marked diesel for agriculture occurred in mid-1997. Until then, access to diesel for agriculture (cheaper than what was used for transport), was done through the presentation of a card (at gas stations), which proved that the buyer was engaged in this agriculture activity, with diesel fuel being the same as road diesel oil (without any marker). This method did not prevent the misuse of this fuel in automobiles. If we compare consumption in 1996 (last year that used this method in full) with consumption in 1998 (first year in which marked diesel was used) consumption in agriculture dropped to about half.

In order to identify the amount of diesel consumed in automobiles and other means of transport and reported incorrectly in the Energy Balance category "10.1.1 Agriculture", the ratio between diesel consumption and the Gross Value Added (GVA) of the sector was used between 1998-2016 to estimate consumption for the period 1990-1997.

The consumption of diesel considered in over-counting was allocated to the road transport sector, with emissions from this gasoline consumption now estimated and reported in CRF category 1.A.3.b.

Differences are also identified for the years 2003 and 2004. Coincident with the introduction of colored and marked heating oil, the entry of this new category of diesel was responsible for incorrect allocations between the Commercial / institutional sector and the Agricultural sector, due to confusion between colored agricultural diesel and colored and marked diesel for heating.

The figure below compares fuel energy consumption for category 1.A.4 Other sectors. The differences found reflect the clarifications provided in the previous paragraphs.

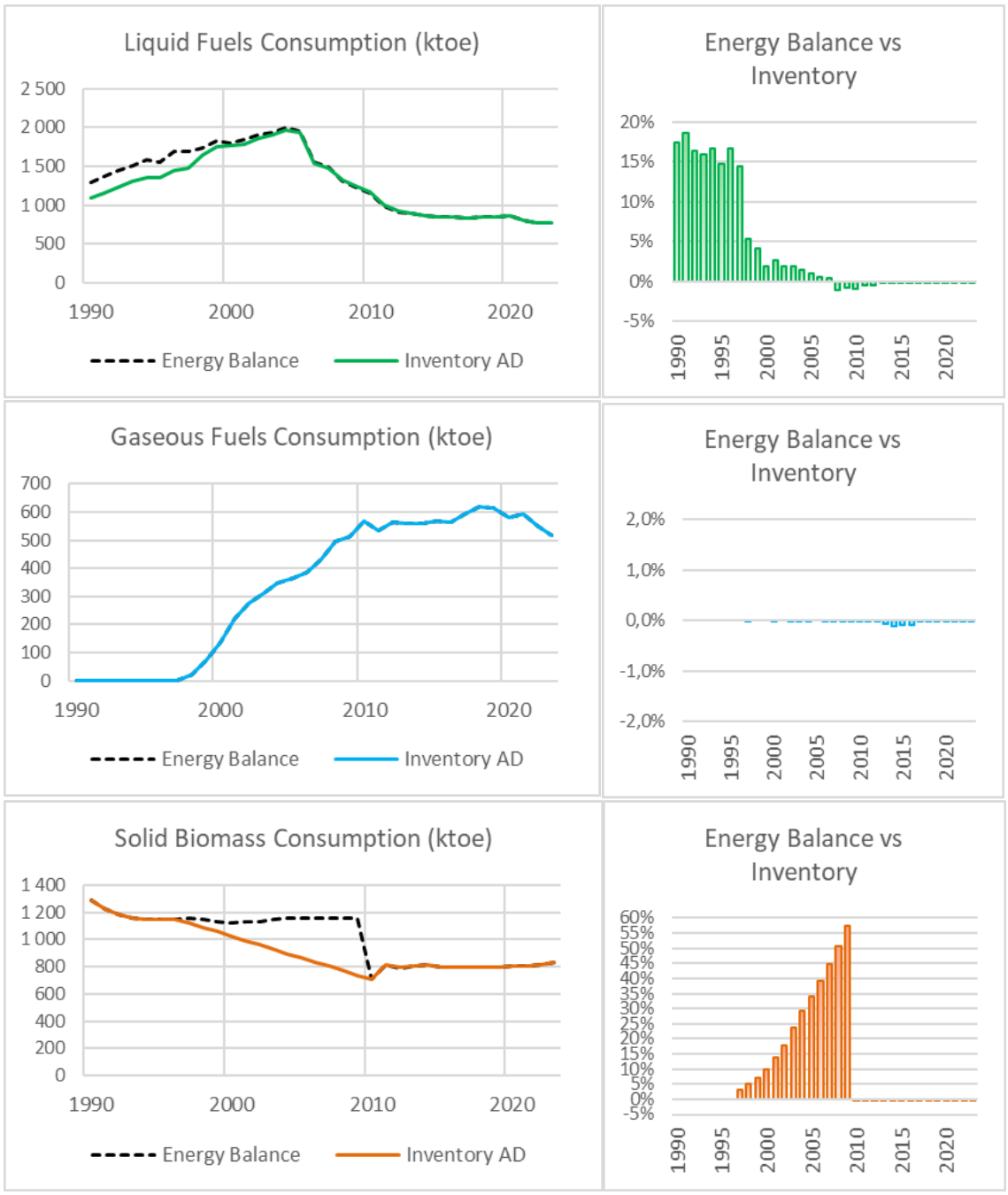


Figure 3-60: Energy consumption comparison between National Energy Balance and Inventory data by fuel type

3.5.6 Recalculations

Minor changes between submissions result from the fuel consumption data update following the publication of a revised 2021 and 2022 Energy Balance.

3.5.7 Further Improvements

Future improvements for this category include:

- Improvement of the consistency of energy consumption series. We intend to continue working together with the national authority responsible for producing the Energy Balance, to explain

consumption trends and correct inconsistencies in the reporting and allocation of energy consumption;

- Separate the consumption of diesel for heating proposes from normal diesel, as these two fuels have different limits of sulphur content in national legislation. Such changes could lead to increased SO_2 emissions, particularly in commercial / institutional combustion (1A4ci). This task should involve the constitution of a series of consumption of diesel for heating, as well as the attempt to separate this consumption by appliance;

- Despite the great effort made during the last submissions to distribute the energy consumptions by the thermal uses and combustion equipment, it is our intention to improve this distribution of energy consumptions through the information being made available.

3.6 Other (including Military) (NFR 1.A.5)

Emissions reported under category 1A5 refer to mobile military aviation. There is no information to disaggregate stationary emissions of military origin and therefore it is considered that these fuel consumption and associated emissions occur in category 1.A.4.a.i Commercial, services and institutional and therefore the notation key "IE" - Included Elsewhere is applied to category 1.A.5.a.

3.6.1 Military Aviation (NFR 1.A.5.b)

3.6.1.1 Methodology

The energy balance does not provide a specific fuel consumption classification for military operations. Fuel consumed in military operations is reported under category “Serviços”. Therefore emissions from military operations, except military aviation, are reported under category 1.A.4.a.i Commercial, services and institutional. For military aviation it was assumed that all jet fuel reported under category “Serviços” was used for military aviation since jet fuel could be considered as an aviation specific fuel.

According with the IPCC Guidelines 2006, all the jet fuel for military operations was considered to be domestic since there is no information available regarding origins and destinies of the military aircraft movements that could be used to distinct domestic from international consumption.

3.6.1.2 Emission Factors

The emission factors used to estimate emissions were obtained from IPCC and EMEP/EEA default emission factors.

Table 3-81: Emission factors – Military Aviation

Fuel	Jet Fuel		
Pollutant	Value	Unit	Reference
NO_x	300	kg/TJ	IPCC reference manual 1996
NMVOC	50		
CO	100		
SO_x	19		
Pb	0.0016	g/ton	1A3b EMEP/EEA Guidebook 2019 table 3-78
Cd	0.0002		
Hg	0.0087		
As	0.0003		
Cr	0.0063		
Cu	0.0045		
Ni	0.0023		
Se	0.0002		
Zn	0.033		

For Particulate Matter, since there is no Tier 1 EF in 1A3b EMEP/EEA Guidebook 2019, we have applied the implied emission factor for 1A3ai(i) - International aviation LTO (civil) to the Energy Consumption in Military aviation.

3.6.1.3 Activity data

The following figure shows the amount of jet fuel used for military operations provided by the national energy balance under the *Serviços* classification. All fuels under *Serviços* were already considered in the inventory besides jet fuel. Energy was estimated using a country specific LHV of 43.00 MJ/kg reported by the national energy authority.

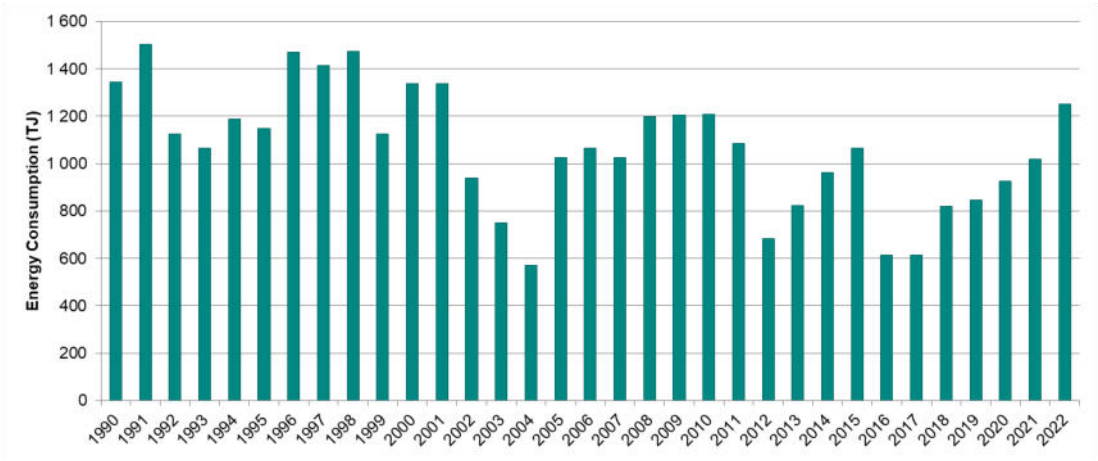


Figure 3-61: Energy Consumption in Military aviation

The fluctuations in Jet Fuel consumption is related to budget availability and the frequency of training and missions of the military aviation activities.

3.6.1.4 Recalculations

Recalculations occurred due to revision of the 2022 IEF used in PM emissions estimation, because of the correction to the 2022 activity data, due to a compilation error detected in the Civil Aviation Sector (1.A.3.a)

3.6.1.5 Further Improvements

No further improvements are planned for this sector.

3.7 Fugitive Emissions from Solid Fuels (NFR 1.B.1)

3.7.1 Coal Mining and Handling (NFR 1.B.1.a)

3.7.1.1 Category description

Coal contains some fraction of CO_2 and CH_4 trapped in its structure that it is usually emitted to atmosphere during and after extraction of coal from mines to open air. Emissions at extraction result from ventilation of mine gas which is done for safety reasons at underground mines. Post-mining emissions result from the slower liberation of methane still entrapped in coal after it is extracted and stored at surface in piles, or from crushing and drying operations applied to modified and ameliorate coal characteristics. In underground mines, post-mining emissions may occur in fact during extraction if degasification systems are installed but, nevertheless, total emissions remain more or less unaffected.

However, the extraction and treatment of coal is also responsible for non-methane volatile organic compounds (NMVOC), particulate matter.

Since 1990 in Portugal there was extraction of coal at only two coal mines, but both were latter closed down in 1992 and 1994 and did not resume activity since. Both mines - *Pejão* and *S. Pedro da Cova* - are located in northern region of Portugal. Coal from these mines is classified as hard-coal (anthracite), it has a low energy value and it was used mainly as fuel for one public power energy plant near Oporto (*Tapada do Outeiro* power plant). Moreover, the coal production during the exploration period was of small importance (less than 300 kt in 1990, see figure below). Both mines (Pejão and S. Pedro da Cova) are of the underground type.

Emissions of carbon dioxide and sulphur oxides may occur from mining activity when burning of coal deposits occurs or when flaring is used to control air emissions or recover energy. Because the occurrence of coal burning on-site or flaring is unknown for both Portuguese mines, emissions of these pollutants from this source are not included in the inventory.

Emissions of methane from abandoned mines may still continue after mine closure, even if mines are sealed.

Emissions from fuel combustion for coal extraction are included under category 1.A.1.c.1.

3.7.1.2 Methodology

For all pollutants, emissions were estimated according to EMEP 2019 Guidebook:

$$Emi = EF \times Coal_U \times 10^{-3}$$

Where:

Emi: Emissions (t)

EF: Emission factor (kg/t of coal)

$Coal_U$: Coal extracted from underground mines (t of coal)

3.7.1.3 Emission Factors

The emission factors applied were taken from Table 3-1 of chapter 1.B.1.a Fugitive emissions from solid fuels: Coal mining and handling" of EMEP/EEA emission inventory guidebook 2019 (Tier 1) and are listed in the table below.

Table 3-82: Emission Factors for coal extraction and processing

Parameter	Emission Factor	Unit
NMVOC	0.8	Kg/t of coal
TSP	0.089	Kg/t of coal
PM_{10}	0.042	Kg/t of coal
$PM_{2.5}$	0.005	Kg/t of coal

3.7.1.4 Activity data

The quantity of extracted coal has decreased towards the final closure of both mines in 1994, as may be seen in next figure. Statistical information on the amount of coal extracted was obtained from Geological Resources reports from DGEG.

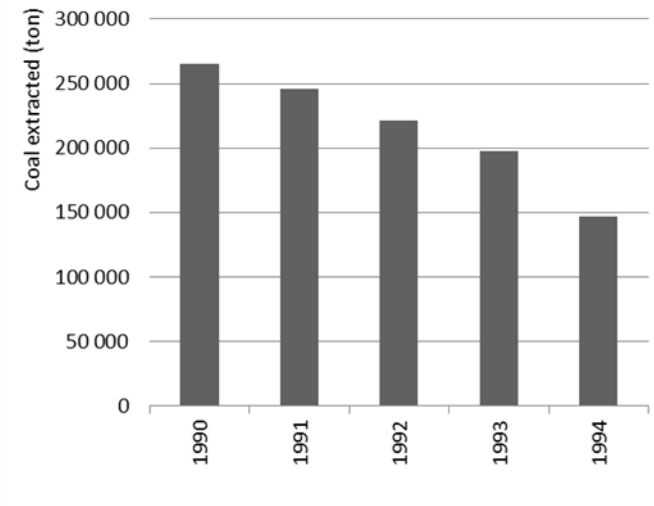


Figure 3-62: Amount of coal extracted from mines in Portugal

3.7.1.5 Recalculations

No recalculations were made.

3.7.1.6 Further Improvement

No further improvements are expected.

3.7.2 Solid fuels: Solid fuel transformation (NFR 1.B.1.b)

3.7.2.1 Category description

Metallurgical Coke was produced in the coke plant of the integrated iron and steel facility that existed from 1990 to 2001. This category includes fugitive air emissions from coke production in the coke plant. Detailed info regarding all emission streams for iron and steel operations, as well as the categories under which emissions are reported can be found in Table 4-34 and section 4.4.1.1 of the IPPU chapter.

3.7.2.2 Methodology

Fugitive air emissions from coke production were estimated based on a Tier 1 production approach of the 2019 EMEP Guidebook, according to the following equation:

$$Emi = EF \times Coke_{Prod} \times 10^{-3}$$

Where:

Emi: Fugitive emissions (t)

EF: Emission factor (kg/t coke)

$Coke_{Prod}$: Quantity of coke produced (t)

3.7.2.3 Emission Factors

Emission factors for fugitive air emissions from coke production in the period 1990-2001 were taken from Table 3-1 of chapter 1.B.1.b Fugitive emissions from solid fuels: solid fuel transformation of the 2019 EMEP Guidebook and are provided in the table below.

Table 3-83: Emission Factors for fugitive air emissions from coke production

Pollutant	Unit	EF
SO_X	g/t coke	0.8
NO_X	g/t coke	0.9
NMVOC	g/t coke	7.7
CO	g/t coke	460
TSP	g/t coke	347
PM_{10}	g/t coke	146
$PM_{2.5}$	g/t coke	61
BC	% of $PM_{2.5}$	49
Pb	g/t coke	0.38
Cd	g/t coke	0.007
Hg	g/t coke	0.012
As	g/t coke	0.013
Cr	g/t coke	0.17
Cu	g/t coke	0.048
Ni	g/t coke	0.12
Se	g/t coke	0.016
Zn	g/t coke	0.22
PCDD/ PCDF	ng I-TEQ/ton coke	3
Benzo(α)pyrene	g/t coke	0.16
Benzo(β)fluoranthene	g/t coke	0.2
Benzo(k)fluoranthene	g/t coke	0.1
Indeno(1,2,3-cd)pyrene	g/t coke	0.07
Source: EMEP/EEA guidebook 2019, Vol. 1.B.1.b, Table 3-1		

3.7.2.4 Activity data

Annual coke production was obtained from DGEG (Coke plant Balance) from 1990 to 2001. From 2002 onwards, there is no coke production in the iron and steel industry in Portugal.

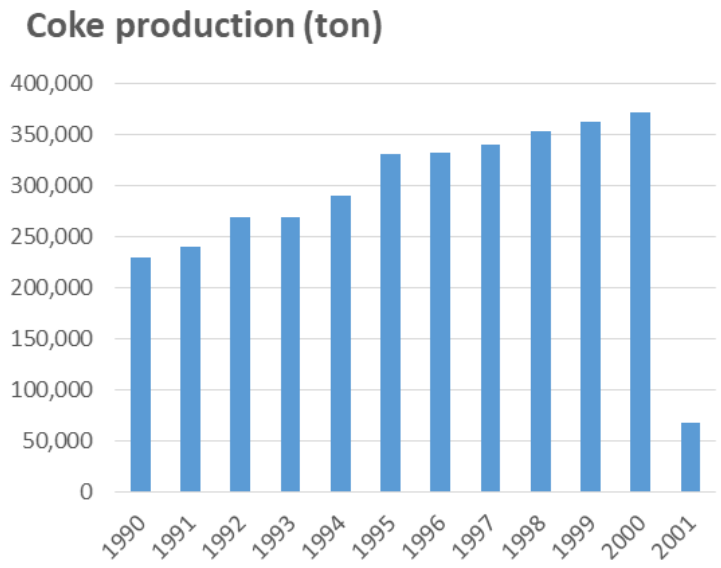


Figure 3-63: Coke production in the coke plant

3.1.1.1 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

3.7.2.5 Recalculations

No recalculations were made.

3.7.2.6 Further Improvement

No further improvements are planned for this sector.

3.8 Fugitive Emissions from Oil Production and Refining (NFR 1.B.2.a)

3.8.1 Category description

Extraction and production of crude oil never occured in the Portuguese territory. Therefore, fugitive emissions comprehend only those resulting from refining, storage and transport of crude oil, other raw materials, intermediate products and final products - particularly gasoline - from terminal receiving of crude oil and other petroleum products till delivering to final consumer. According to available methodologies, air emissions considered include:

- Marine Terminals and Ballast water;
- Emissions from refinery operations not including emissions from combustion of fuels, such as: Flaring and venting in oil refining;
- Emissions due to storage of raw materials, intermediate products and final products in the refinery;
- Emissions from refinery dispatch station;
- Emissions from the transport and distribution of petroleum products in the Portuguese Territory, including transport depots and service stations.

3.8.1.1 Fugitive emissions from oil: Exploration, production, transport (NFR 1.B.2.a.i)

Emissions from this category result from transport of Crude/Marine Terminals.

There is no oil exploration nor crude oil production in Portugal.

3.8.1.1.1 Category description

In 1990 there were three oil refining plants in Portugal: Porto, Lisbon and Sines. After 1993, the Lisbon unit was closed. Porto has terminated its refining activities in April 2021. Only Sines unit remains in operation.

Emissions from this source consist mainly of volatile organic compounds that escape to atmosphere during transport of crude oil to refineries for processing. The three oil refineries considered in the inventory where all located at a small distance from the seacoast. Crude oil is received near refineries by sea tankers and transported directly to each refinery by small connecting pipelines.

3.8.1.1.2 Methodology

NMVOC emissions were estimated according to the following equation:

$$Emis_{NMVOC} = \frac{(Crude_{cons} \times EF_{NMVOC})}{1000}$$

Where:

$Emis_{NMVOC}$: NMVOC emissions (kt)

$Crude_{cons}$: Crude consumption in refineries (t)

EF_{NMVOC}: NMVOC emission factor (kg/t crude)

3.8.1.1.3 Emission Factors

Table 3-84: Emission Factors

Parameter	Unit	EF	Source
NMVOC	Kg/t crude	0.054	Table 3-3 of chapter "1.B.2.a.i Oil – Exploration, production, transport; and 1.B.2.b Natural gas" of "EMEP/EEA air pollutant emission inventory guidebook 2023"

3.8.1.1.4 Activity data

Activity Data reported under this subcategory concerns crude that arrives in marine terminals, before being consumed in the refineries.

In 1990 there were three oil refining plants in Portugal: Porto, Lisbon and Sines. After 1993, the Lisbon unit was closed. Porto has terminated its refining activities in April 2021. Only Sines unit remains in operation.

In the period 1990-2004, data on crude received was obtained from DGEG. From 2005 onwards, data was obtained from refineries.

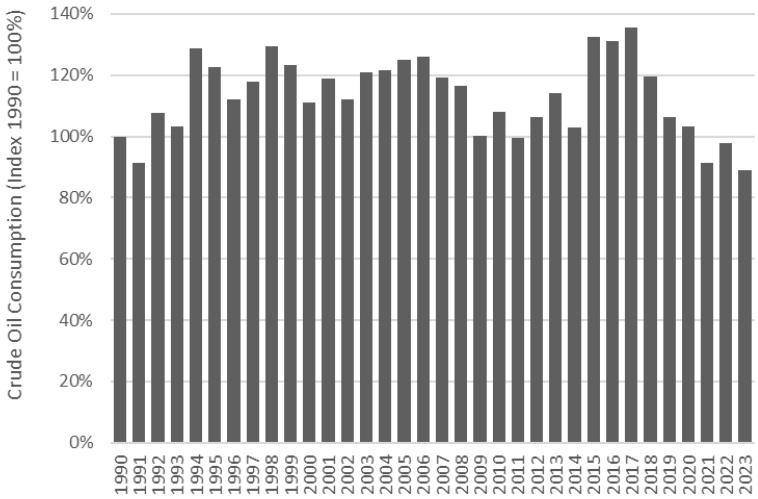


Figure 3-64: Total amount of crude in Marine Terminals

3.8.1.1.5 Recalculations

No recalculations were made.

3.8.1.1.6 Further Improvement

No further improvements are planned for this sector.

3.8.2 Refining and Storage (NFR 1.B.2.a.iv)

3.8.2.1 Category description

In 1990 there were three oil refining plants in Portugal, located in Porto, Lisbon and Sines. After 1993, the Lisbon unit was closed for all activity. Porto has terminated its refining activities in April 2021. Only Sines unit remains in operation.

The refining process converts crude oil - which is a complex mixture of hydrocarbon compounds with impurities of sulphur, nitrogen, oxygen and heavy metals - into oil products used as fuels, asphalts, lubricants or feedstock for the organic and inorganic chemical industry. Processes included in Portuguese refineries include:

- Separation process: isolation of individual constituents of crude using differences in boiling-point, using atmospheric and vacuum distillation and recovery of light end gases;
- Conversion process. These may be also classified as:
  - Cracking - Chemical transformation of separated fractions breaking molecules of heavy molecular weight into smaller ones, including visbreaking;
  - Polymerisation of small molecules combined in bigger molecules with different characteristics. Alkylation has similar objectives;
  - Chemical transformations that change molecular structure such as Isomerization, reforming and asphalt blowing;
- Treatment processes. Operations which include hydrodesulphurization, hydrotreating, chemical sweetening, acid gas removal, deasphalting and desalting, that are used to remove impurities, the most important is sulphur;
- Blending of individual fractions and intermediate products to obtain final commercial products with characteristics as desired.

Emissions of storage of crude oil and other materials, intermediate products and final products are also included in this source sector as they are fugitive emissions occurring as part of the refining process. Because emissions from organic liquids in storage occur both from the evaporative loss of the liquid as well as from changes in the liquid level, the emission sources vary significantly with tank design. Six basic tank designs are usually used for organic liquid storage vessels: fixed roof (vertical and horizontal), external floating roof, domed external (or covered) floating roof, internal floating roof, variable vapour space, and pressure (low and high).

NMVOC and methane emissions may also result from “normal” leaks[22] scattered through the refinery site in pneumatic devices such as valves, failure of connections, flanges, pump and compressor shafts, seals and instruments. Release of gases may also follow system failure, that usually occurs during unplanned events, such as sudden pressure surge from failure of a pressure regulator, and pressure relief systems that protect the equipment from damage. In Portuguese refineries, pressure relief systems are usually connected to collection system and transported to a flare. There may be also NMVOC emissions resulting from non-condensable fraction at the steam ejectors or vacuum pumps of the Vacuum distillation. Emissions in flares are discussed in “Venting and Flaring in Oil Industry” below.

[22] Sometimes only these emissions are referred as fugitive emissions from refineries.

Some catalytic converters, such as Fluid Catalytic Cracking and Platforming units, are used to convert heavy oils into lighter products, by action of heat, pressure and catalysts. Fluidized-bed Catalytic Cracking (FCC) use finely divided catalysts suspended in a riser with hot vapour from the fresh feed. Catalytic processes result in operations emissions, when the coke that is deposited in the catalytic bed over time has to be burned in the regenerator equipment. Emissions from catalyst regeneration are also included in this source category.

Finally sulphur oxide is emitted to the atmosphere when sulphur that is present in the tail gas of the refining process is not recovered in the Claus units and transformed into elemental sulphur, either because the normal recovery efficiency is actually not hundredth % by design, or because the Claus unit was not at all operating and the sulphur flux had to be oxidized to SO_2 in the tail gas incinerator before being released to atmosphere.

3.8.2.2 Fluid Catalytic Cracking (FCC)

3.8.2.2.1 Methodology

NO_x, CO, NMVOC, SO_x, NH_3, TSP, PM_{10} and $PM_{2.5}$ emissions were estimated according to the following:

$$Emi_p = \text{Fresh Feed} \times EF_p \times 10^{-3}$$

Where:

Emi_p: Emission of pollutant "p" (t)

Fresh Feed: Fresh Feed of Fluid catalytic cracking unit (m^3)

EF_p: Emission factor for pollutant "p" (kg/m^3)

Black Carbon (BC) emissions were estimated according to the following equation:

$$Emi_{BC} = Emi_{PM2.5} \times EF_{BC}$$

Where:

Emi_{BC}: Black Carbon emissions (t)

$Emi_{PM2.5}$: $PM_{2.5}$ emissions (t)

EF_{BC}: Black Carbon emission factor (% $PM_{2.5}$)

Pb, Cd, Hg, As, Cr, Cu, Ni, Se and Zn emissions were estimated according to the following equation:

$$Emi_p = \text{Fresh Feed} \times EF_p \times 10^{-6}$$

Where:

Emi_p: Emission of pollutant "p" (t)

Fresh Feed: Fresh Feed of Fluid catalytic cracking unit (m^3)

EF_p: Emission factor pollutant "p" (g/m^3)

3.8.2.2.2 Emission Factors

Emission factors were taken from Table 3-2 of chapter 1.B.2 of 2016 EMEP Guidebook and are listed below.

Table 3-85: Emission Factors for FCC Units in refineries

Pollutant	Unit	EF
NO_x	Kg/m³ fresh feed	0.2
CO	Kg/m³ fresh feed	39
NMVOC	Kg/m³ fresh feed	0.63
SO_x	Kg/m³ fresh feed	1.4
NH_3	Kg/m³ fresh feed	0.16
TSP	Kg/m³ fresh feed	0.7
PM_{10}	Kg/m³ fresh feed	0.55
$PM_{2.5}$	Kg/m³ fresh feed	0.24
BC	% $PM_{2.5}$	0.13
Pb	g/m³ fresh feed	0.32
Cd	g/m³ fresh feed	0.063
Hg	g/m³ fresh feed	0.07
As	g/m³ fresh feed	0.014
Cr	g/m³ fresh feed	0.33
Cu	g/m³ fresh feed	0.14
Ni	g/m³ fresh feed	0.61
Se	g/m³ fresh feed	0.014
Zn	g/m³ fresh feed	0.12
Benzo(α)pyrene	mg/m³ fresh feed	0.71
Benzo(β)fluoranthene	mg/m³ fresh feed	1.2
Benzo(k)fluoranthene	mg/m³ fresh feed	0.82
Indeno(1,2,3-cd)pyrene	mg/m³ fresh feed	0.62

3.8.2.2.3 Activity Data

There is only one refinery with a fluid catalytic cracking unit in Portugal since 1994. Given so, we present data in the figure below as an index value related to the amount of fresh feed in 1994. From 2009 onwards, the amount of fresh feed is obtained from the refinery. From 1994-2008, fresh feed is interpolated based on the amount of coke burned in the FCC unit, obtained from the refinery (1994-2004) and the EU-ETS (2005-2008).

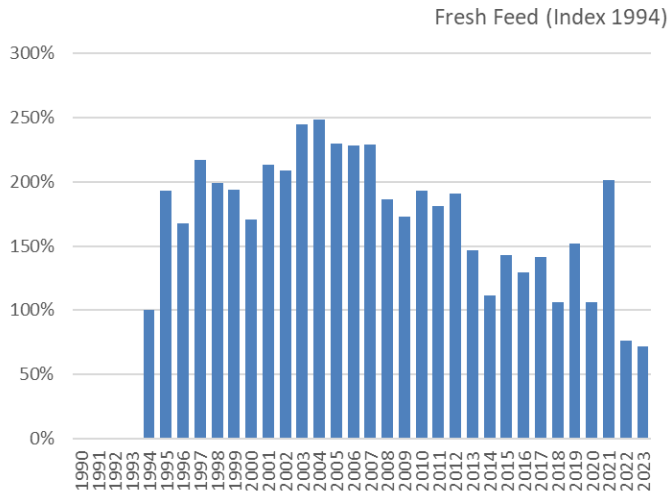


Figure 3-65: Fresh feed in the Fluid Catalytic Cracking Unit

3.8.2.2.4 Recalculations

No recalculations were made.

3.8.2.2.5 Further Improvements

No further improvements are planned for this sector.

3.8.2.3 Platforming/Continuous Catalyst Regenerators (CCR)

3.8.2.3.1 Methodology

CO and SO_x emissions were estimated according to the following equation:

$$Emi_p = Fresh\ Feed \times EF_p \times 10^{-6}$$

Where:

Emi_p: Emissions of pollutant "p" (t)

Fresh Feed: Fresh Feed of Continuous Catalyst Regeneration unit (m^3)

EF_p: Emission factor pollutant "p" (g/m^3)

PCDD/F emissions were estimated according to the following equation:

$$Emi_p = Fresh\ Feed \times EF_p \times 10^{-6}$$

Where:

Emi_p: Emission of pollutant "p" (g I-TEQ)

Fresh Feed: Fresh Feed of Continuous Catalyst Regeneration unit (m^3)

EF_p: Emission factor pollutant "p" (µg I-TEQ/m^3)

3.8.2.3.2 Emission Factors

Emission factors from Table 3-3 of chapter 1.B.2.a.iv of EMEP/EEA guidebook 2016 are listed below.

Table 3-86: Emission Factors for Continuous Catalyst Regeneration (Platforming) in Refineries

Pollutant	Unit	EF
CO	g/m^3 fresh feed	42
SO_x	g/m^3 fresh feed	4
PCDD/F	µg I-teq/m^3 fresh feed	0.019

3.8.2.3.3 Activity Data

Porto has terminated its refining activities in April 2021. Only Sines unit remains in operation.

The activity data considered was the fresh feed (m^3) in the platforming units of the refineries. Since there are only two refineries in Portugal, we present the activity data as an index related to the 1990 fresh feed value.

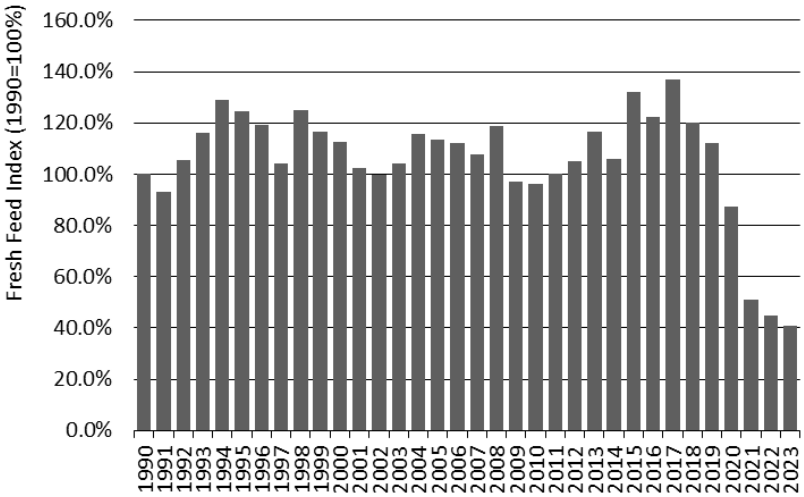


Figure 3-66: Fresh feed in the Platforming Units

3.8.2.3.4 Recalculations

No recalculations were made.

3.8.2.3.5 Further Improvements

No further improvements are planned for this sector.

3.8.2.4 Asphalt Blowing in Refineries

Emissions related to Asphalt blowing in refineries are estimated and reported in NFR 2.D.3.g in IPPU sector.

3.8.2.5 Oil-Water Separators

3.8.2.5.1 Methodology

From 2005 onwards, NMVOC emissions were estimated according to the following equation:

$$Emi_{NMVOC} = V_{Wastewater} \times EF_{NMVOC} \times 10^{-3}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

$V_{Wastewater}$: Volume of wastewater treated (m^3)

EF_{NMVOC}: NMVOC emission factor (kg/m^3)

In the period 1990-1994, NMVOC emissions were estimated according to the following equation:

$$Emi_{NMVOC,y} = Emi_{NMVOC,2005} \times \frac{Crude_{cons,y}}{Crude_{cons,2005}}$$

Where:

$Emi_{NMVOC,y}$: NMVOC emissions in year "y" (t)

$Emi_{NMVOC,2005}$: NMVOC emissions in year 2005 (t)

$Crude_{cons,y}$: Crude consumption in year "y" (t)

$Crude_{cons,2005}$: Crude consumption in year 2005 (t)

3.8.2.5.2 Emission Factors

Table 3-87: NMVOC emission factor for Oil-Water Separators

Pollutant	Unit	EF	Source
NMVOC	kg/m^3 wastewater	4x10^{-3}	Table 8 of Concawe report no. 4/17 (Concawe 2017)

3.8.2.5.3 Activity Data

Porto has terminated its refining activities in April 2021. Only Sines unit remains in operation.

Emissions from oil-water separators consider wastewater treated as activity data. From 2005 onwards, data on wastewater treated was obtained from Annual Environmental Reports and publication and from security and environment databooks. In the period 1990-2004, wastewater treated was estimated based on crude input trend in refineries.

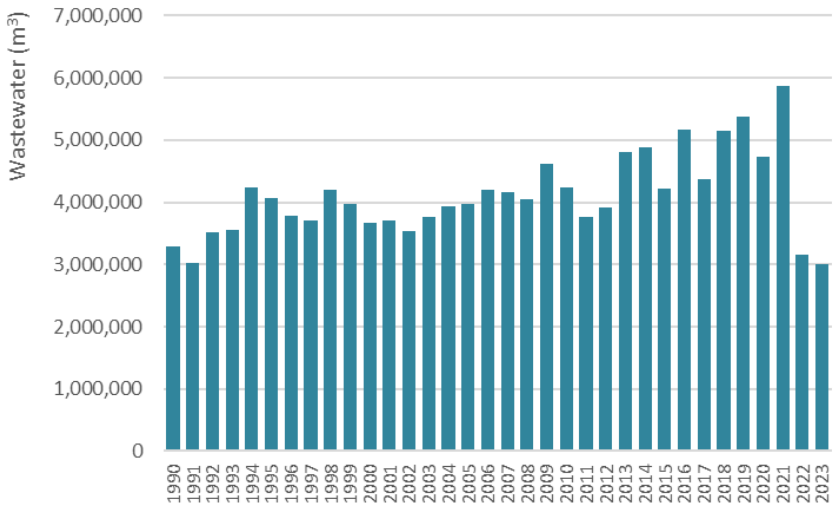


Figure 3-67: Wastewater treated

3.8.2.5.4 Recalculations

No recalculations were made.

3.8.2.5.5 Further Improvements

No further improvements are expected.

3.8.2.6 Sulphur Recovery Units

3.8.2.6.1 Methodology

Emissions of SO_x were estimated annually according to the following equation:

$$Emi_{SO2} = Emi_{Claus\ Units} + Emi_{Absorption\ Towers} + Emi_{Incinerators}$$

Where:

Emi_{SOx}: SO_x emissions in the Refineries (t SO_x)

$Emi_{Claus\ Units}$: SO_x emissions in Claus Units due to the inefficiency of the process (t SO_x)

$Emi_{Absoption\ Towers}$: SO_x emissions in the Absorption Towers before the Incinerator (t SO_x)

$Emi_{Incinerators}$: SO_x emissions related to Tail Gas burning in the Incinerator (t SO_x)

Emissions of SO_x in Claus Units were estimated according to the following equation:

$$\boldsymbol{Emi_{Claus\ Unit} = \frac{M_{SO2}}{M_S} \times \left[S_{input} \times (100\% - Effic_{Claus\ Unit})\right]}$$

Where:

$Emi_{Claus\ Unit}$: SO_x emissions in the the Claus Unit (t SO_x)

M_{SO2}: SO_2 molar mass (g/mol)

M_S: S molar mass (g/mol)

S_{input}: Sulphur input in the Claus unit (t S)

$Effic_{Claus\ Unit}$: Efficiency of the Claus Unit (%)

Emissions of SO_x in the Absorption Tower were estimated according to the following equation:

$$Emi_{Absorption\ Tower} = \frac{M_{SO2}}{M_S} \times \left[S_{input} \times (100\% - Effic_{Absorption\ Tower})\right]$$

Where:

$Emi_{Absorption\ Tower}$: SO_x emissions in the the Absorption Tower (t SO_x)

M_{SO2}: SO_2 molar mass (g/mol)

M_S: S molar mass (g/mol)

S_{input}: Sulphur input in the Absorption Tower (t S)

$Effic_{Absorption\ Tower}$: Efficiency of the Absorption Tower (%)

Emissions of SO_x related to the tail gas burning in the incinerator were estimated according to the following equation:

$$Emi_{Incinerator} = \frac{M_{SO2}}{M_S} \times [S_{input} \times (100\% - Effic_{Incinerator})]$$

Where:

$Emi_{Incinerator}$: SO_x emissions in the the Incinerator (t SO_x)

M_{SO2}: SO_2 molar mass (g/mol)

M_S: S molar mass (g/mol)

S_{input}: Sulphur input in the Incinerator (t S)

$Effic_{Incinerator}$: Efficiency of the Incinerator (%)

3.8.2.6.2 Emission Factors

Sulphur Claus Recovery units' efficiency lies between 94.8-98.0%. According to the performance evaluation of one of the Refineries, the absorption towers efficiency is 99.98% and the recovery efficiency in the incinerator is 99.92%.

3.8.2.6.3 Activity Data

Porto has terminated its refining activities in April 2021. Only Sines unit remains in operation.

Total Sulphur recovered in the refineries was available from the balance of petroleum products in annual publications from DGEG, from 1990 to 2004. From 2005 onwards, data was obtained from refineries publication "Data Book de Segurança, Saúde e Ambiente".

From 1996 onwards, sulphur recovery has been increasing, expressing the technology changes set by the auto-oil program. From 2013 onwards, there is a new Sulphur recovery unit in one of the refineries, leading to an increase in the Sulphur recovered.

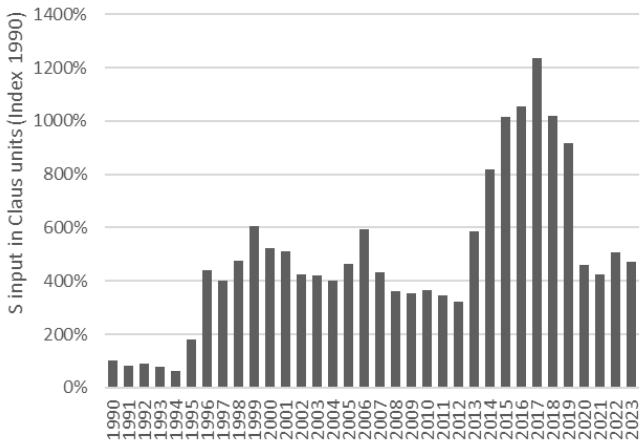


Figure 3-68: Sulphur input in Claus Units (Index related to 1990 value)

3.8.2.6.4 Recalculations

No recalculations were made.

3.8.2.6.5 Further Improvements

No further improvements are planned for this sector.

3.8.2.7 Storage/Tanks

3.8.2.7.1 Methodology

Storage and handling of crude oils, intermediates and products in a refinery is one part of the refining process. NMVOC emissions arise as a result of evaporation from storage tanks and the displacement of vapour during filling.

Air emissions from organic liquids in storage tanks in refineries were estimated by TANKS4.0 program designed according to the methodology proposed in "Compilation of Air Pollutant Emission Factors, Volume I: Stationary Point and Area Sources" (AP-42), Section 7.1, Organic Liquid Storage Tanks (USEPA, 1997).

For one of the refineries there are estimates, relying on TANKS 4.0 model, available from 2003 onwards. For the period 1990-2002, emissions are estimated based on throughput trend.

For the other refinery there are estimates, relying on TANKS 4.0 model, available only for year 2005 and from 2017 onwards. For the remaining years, emissions are estimated based on throughout trend.

Emissions relying on the TANKS 4.0 model were estimated according to the following equation:

$$Emi_{NMVOC} = EF_{(y)} \text{ X Throughput X } 10^{-6}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

EF(y): Emission factor for each tank, considering site information, liquid characterization, and tank specific information (kg/t throughput)

Throughput: Specific liquid throughput in each tank (t)

Emissions for the years for which there is no data in TANKS 4.0 model, NMVOC emissions are estimated as:

$$Emi_{NMVOC,y} = Emis_{NMVOC,y\ TANKS} \times \frac{Throughput_y}{Throughput_{y\ TANKS}}$$

Where:

$Emi_{NMVOC,y}$: NMVOC emissions in year "y" (t)

$Emi_{NMVOC,y\ TANKS}$: NMVOC emissions in the last year for which there is data reported in TANKS 4.0 model. For Sines Refinery is year 2003 and for Porto Refinery is year 2005

$Throughput_y$: Throughput in year "y" (t)

$Throughput_{y\ TANKS}$: Throughput in the last year for which there is data reported in TANKS 4.0 model. For Sines Refinery is year 2003 and for Porto Refinery is year 2005 (t)

3.8.2.7.2 Emission Factors

TANKS4.0 program was designed to estimate air emissions from organic liquids in storage tanks, according to the methodology proposed in "Compilation of Air Pollutant Emission Factors, Volume I: Stationary Point and Area Sources" (AP-42), Section 7.1, Organic Liquid Storage Tanks (USEPA, 1997).

Determination of emission factors for Porto and Sines refineries were performed for each tank, considering the following detailed information:

- Site information: meteorological data such as the daily average ambient temperature, the annual average minimum and maximum temperatures, the annual average wind speed, the annual average solar insolation factor, and the atmospheric pressure;
- Liquid characterization: For individual substances the model requires chemical *nomenclature*, average liquid temperature, vapour pressure (psia) at liquid surface temperature, and liquid and vapour molecular weights. For mixtures, the information may be as detailed as the mixture name, average, minimum and maximum liquid surface temperatures, bulk temperature, vapour pressure (psia) at liquid surface temperature, and liquid and vapour molecular weights;
- Tank information is slightly different according to tank type, but in general terms comprehends: shell and roof colour and condition, height, diameter, average and maximum liquid height, working volume, turnover rate and net output, heating conditions and pressure and vacuum settings and the existence and type of seals[23].

Emissions were determined relying on methodologies that vary according to each tank type. The possible type of tanks, a very short description of their characteristics and the number of tanks by type in 2005 at Porto and Sines refineries are presented in the table below.

Table 3-88: Type of tanks classes distinguished in TANKS4.0 model and percentage of tanks per tank type in Porto and Sines refineries in 2005 (%)

Tank Type	Description	Porto	Sines (a)
External Floating Roof Tank	Cylindrical steel shell equipped with a roof that floats on the surface of the stored liquid	55	170
Horizontal Tank	Above-ground or underground storage with the axis parallel to the foundation	4	0
Internal Floating Roof Tank	Permanent fixed roof and a floating deck	30	58
Vertical Fixed Roof Tank	Cylindrical shells with permanently affixed roofs; the tank axis is perpendicular to the foundation. The fixed roof may be dome-shaped or cone shaped	206	235
Domed External Floating Roof.	External floating roof tank that has been retrofit with a domed fixed roof	0	0

(a) Inventory covers only tanks for storage of liquids with Vapour Pressure above 27kPa

[23] This list is intended as presenting an overview. For precise description please consult USEPA (1997) or USEPA (2000).

TANKS4.0 methodology differentiates the following emissions, according to the cause of release:

Table 3-89: Types of losses from tanks for storage of organic compounds and petroleum products

Tank	Loss	Description
Fixed Roof	Breathing	Expulsion of vapour from a tank through vapour expansion and contraction, which are the results of changes in temperature and barometric pressure
	Working	Combined loss from filling and emptying. Evaporation during filling operations is a result of an increase in the liquid level in the tank. As the liquid level increases, the pressure inside the tank exceeds the relief pressure and vapours are expelled from the tank. Evaporative loss during emptying occurs when air drawn into the tank during liquid removal becomes saturated with organic vapour and expands, thus exceeding the capacity of the vapour space.
Floating Roof	Rim Seal	The majority of rim seal vapour losses have been found to be wind induced.
	Withdrawal	Occur as the liquid level, and thus the floating roof, is lowered. Some liquid remains on the inner tank wall surface and evaporates.
	Deck Fitting	Deck fittings can be a source of evaporative loss when they require openings in the deck, such as: access hatches, gauges, rim vents, deck drains, guide-poles, columns, wells, vacuum breakers and ladders.
Internal Floating	Deck Seam	Seams may not be completely vapour tight if the deck is not welded

Table 3-90: NMVOC IEF trend from storage and tank in refineries

Pollutant	Unit	1990	1995	2000	2005	2010	2020	2022	2023
NMVOC	kg/t throughput	31.8	31.2	31.0	30.6	34.8	37.1	49.3	42.5

3.8.2.7.3 Activity Data

Porto has terminated its refining activities in April 2021. Only Sines unit remains in operation.

Total throughput in each refinery was used to estimate NMVOC emissions from storage and tanks. Total throughput represents not only crude oil entered the refinery but also other petroleum products that are imported or moved between refineries.

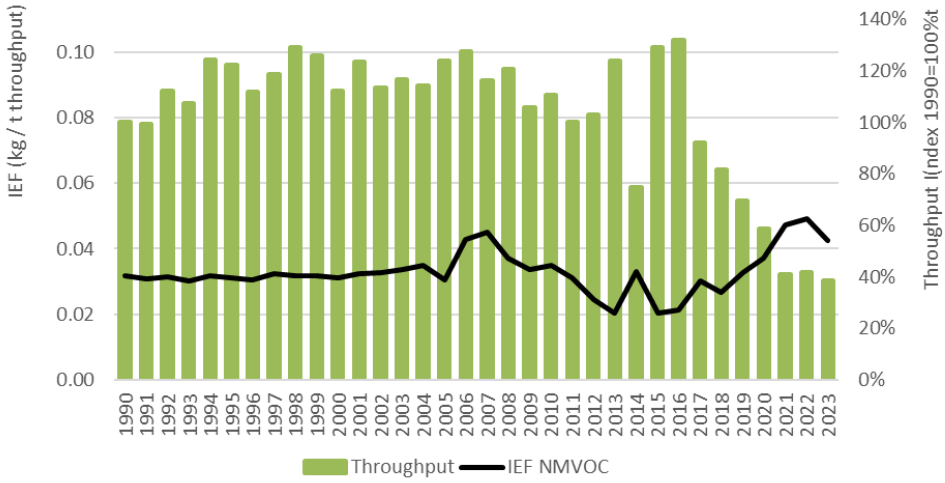


Figure 3-69: Total throughput in Lisbon, Porto and Sines refineries

3.8.2.7.4 Recalculations

No recalculations were made.

3.8.2.7.5 Further Improvements

In the future, we intend to revise all AD based on data provided by the refineries as input to TANKS software.

3.8.3 Distribution of Oil Products (1.B.2.a.v)

This sub-source sector includes emissions of volatile organic compounds resulting from distribution of refinery products, mainly gasoline:

- (1) Terminal Dispatch Stations in Refineries. Emissions of volatile organic compounds occurring inside refineries during filling of transport vehicles - trucks, rail cars - when dispatching products of the refining unit. Most emissions occur when light products with high level of volatile compounds are dispatched;
- (2) Transport and Depots, occurring in storage tanks outside the refineries and over the country;
- (3) Service Stations, including emissions from tank loading from trucks and when refuelling consumer cars.

Emissions may result from:

- Leakage. Evaporation of liquid products by flaws and seal leakage, pumps and valve systems;
- Displacement emissions, due to displacement of air in tanks by the incoming liquid;
- Breathing emissions in tanks;
- Vapours emitted when filling vehicles in result of displacement of filling air and from splashing and turbulence during filling;
- Unwanted spillage.

3.8.3.1 Terminal Dispatch Stations

3.8.3.1.1 Methodology

For gasoline, crude oil, jet naphtha, jet kerosene, distillate oil and residual oil, emissions are estimated according to the following equation:

$$Emi_{NMVOC} = V_{liquid} \times EF_{NMVOC}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

V_{liquid}: Volume of the liquid loaded in the terminal dispatch (L)

EF_{NMVOC}: NMVOC emission factor (t NMVOC/L liquid loaded)

For other liquids (LPG, heptane, hexane, toluene, xylene, white spirit and solvents) emissions are estimated according to the following equation:

$$Emi_{NMVOC} = V_{liquid} \times \left(\frac{0.0004535924}{3785.412}\right) \times 12.46 \times \frac{S \times P \times M}{T}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

V_{liquid}: Volume of the liquid loaded in the terminal dispatch (L)

S: Saturation factor of the liquid loaded

P: True vapour pressure of liquid loaded (psi)

M: Molecular weight of vapours (lb/lb-mole)

T: Temperature of bulk liquid loaded (R)

3.8.3.1.2 Emission Factors

NMVOC emission factors applied were taken from Table 5.2-5 of chapter 5.2 Transportation and marketing of Petroleum Products of USEPA AP-42 and are listed in the table below.

Table 3-91: NMVOC emission factors

Liquid loaded	Type of loading	Unit	EF
Fuel oil	Submerged loading – dedicated normal service	t/L	$1X10^{-11}$
Gasoline	Submerged loading – dedicated normal service	t/L	$5.9x10^{-7}$
Jet Kerosene	Submerged loading – dedicated normal service	t/L	$1.9x10^{-9}$
Gasoil	Submerged loading – dedicated normal service	t/L	$1.7x10^{-9}$

3.8.3.1.3 Activity Data

Porto has terminated its refining activities in April 2021. Only Sines unit remains in operation.

The amounts of liquids loaded at terminal dispatch stations of refineries and depots were collected for year 2005. For the remaining period data has been estimated based on products processed in the refineries trend.

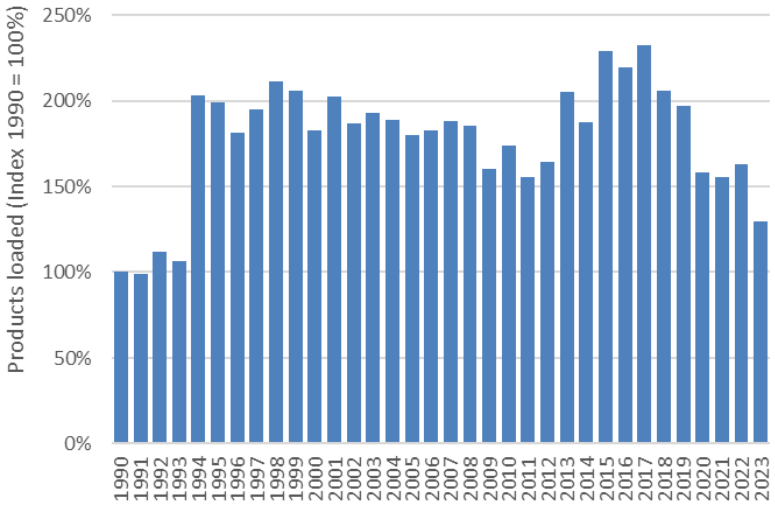


Figure 3-70: Products loaded at terminal dispatch stations of refineries and depots

3.8.3.1.4 Recalculations

No recalculations were made.

3.8.3.1.5 Further Improvements

No further improvements are expected.

3.8.3.2 Transport of oil products

3.8.3.2.1 Methodology

The most relevant emissions of transport of oil products are related to gasoline transport.

NMVOC emissions are estimated according to the following equation:

$$Emi_{NMVOC} = V_{liquid} \times EF_{NMVOC}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

V_{liquid}: Volume of the liquid transported (L)

EF_{NMVOC}: NMVOC emission factor (t NMVOC/L liquid)

3.8.3.2.2 Emission Factors

NMVOC emission factor related to gasoline transport was taken from Table 5.2-5 of chapter 5.2 Transportation and marketing of Petroleum Products of USEPA AP-42 and is indicated in the table below.

Table 3-92: NMVOC emission factor

Liquid Transported	Type of Transport	Unit	EF
Gasoline	Transit Losses-Loaded with Product-Extreme	t/L	4.5×10^{-9}

3.8.3.2.3 Activity Data

Porto has terminated its refining activities in April 2021. Only Sines unit remains in operation.

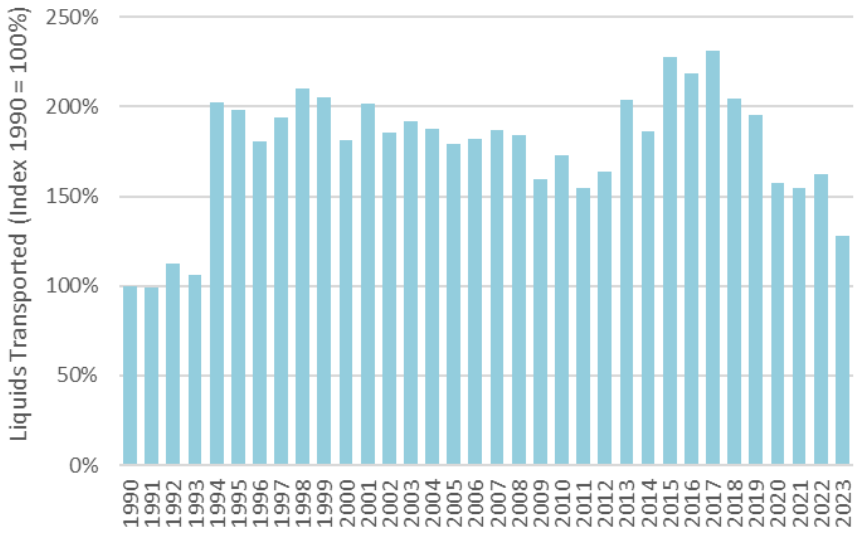


Figure 3-71: Liquids transports from Refineries and Depots

3.8.3.2.4 Recalculations

No recalculations were made.

3.8.3.2.5 Further Improvements

No further improvements are expected.

3.8.3.3 Storage of oil products in Depots

3.8.3.3.1 Methodology

There are estimates, relying on the TANKS 4.0 model, available only for year 2005. For the remaining period, emissions are estimated based on throughout trend.

Emissions relying on the TANKS 4.0 model were estimated according to the following equation:

$$Emi_{NMVOC} = EF_{(y)} \text{ X Throughput X } 10^{-6}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

EF(y): Emission factor for each tank, considering site information, liquid characterization, and tank specific information (kg/t throughput)

Throughput: Specific liquid throughput in each tank (t)

Emissions for the years for which there is no data in TANKS 4.0 model, NMVOC emissions were estimated according to the following equation:

$$Emi_{NMVOC,y} = Emi_{NMVOC,2005} \times \frac{Throughput_y}{Throughput_{2005}}$$

Where:

$Emi_{NMVOC,y}$: NMVOC emissions in year "y" (t)

$Emi_{NMVOC,2005}$: NMVOC emissions in year 2005

$Throughput_y$: Throughput in year "y" (t)

$Throughput_{2005}$: Throughput in year 2005 (t)

3.8.3.3.2 Emission Factors

TANKS4.0 program was designed to estimate air emissions from organic liquids in storage tanks, according to the methodology proposed in "Compilation of Air Pollutant Emission Factors, Volume I: Stationary Point and Area Sources" (AP-42), Section 7.1, Organic Liquid Storage Tanks (USEPA, 1997).

Determination of emission factors were performed for each tank, considering the following detailed information:

- Site information: meteorological data such as the daily average ambient temperature, the annual average minimum and maximum temperatures, the annual average wind speed, the annual average solar insolation factor, and the atmospheric pressure;
- Liquid characterization: For individual substances the model requires chemical nomenclature, average liquid temperature, vapour pressure (psia) at liquid surface temperature, and liquid and vapour molecular weights. For mixtures, the information may be as detailed as the mixture name, average, minimum and maximum liquid surface temperatures, bulk temperature, vapour pressure (psia) at liquid surface temperature, and liquid and vapour molecular weights;

- Tank information is slightly different according to tank type, but in general terms comprehends: shell and roof colour and condition, height, diameter, average and maximum liquid height, working volume, turnover rate and net output, heating conditions and pressure and vacuum settings and the existence and type of seals[24].

Emissions were determined relying on methodologies that vary according to each tank type. The possible type of tanks and a very short description of their characteristics are presented in the table below.

Table 3-93: Type of tanks classes distinguished in TANKS4.0 model

Tank Type	Description
External Floating Roof Tank	Cylindrical steel shell equipped with a roof that floats on the surface of the stored liquid
Horizontal Tank	Above ground or underground storage with the axis parallel to the foundation
Internal Floating Roof Tank	Permanent fixed roof and a floating deck
Vertical Fixed Roof Tank	Cylindrical shells with permanently affixed roofs; the tank axis is perpendicular to the foundation. The fixed roof may be dome-shaped or cone shaped
Domed External Floating Roof.	External floating roof tank that has been retrofit with a domed fixed roof

(a) Inventory covers only tanks for storage of liquids with Vapour Pressure above 27kPa

TANKS4.0 methodology differentiates the following emissions, according to the cause of release:

Table 3-94: Types of losses from tanks for storage of organic compounds and petroleum products

Tank	Loss	Description
Fixed Roof	Breathing	Expulsion of vapour from a tank through vapour expansion and contraction, which are the results of changes in temperature and barometric pressure
	Working	Combined loss from filling and emptying. Evaporation during filling operations is a result of an increase in the liquid level in the tank. As the liquid level increases, the pressure inside the tank exceeds the relief pressure and vapours are expelled from the tank. Evaporative loss during emptying occurs when air drawn into the tank during liquid removal becomes saturated with organic vapour and expands, thus exceeding the capacity of the vapour space.
Floating Roof	Rim Seal	The majority of rim seal vapour losses have been found to be wind induced.
	Withdrawal	Occur as the liquid level, and thus the floating roof, is lowered. Some liquid remains on the inner tank wall surface and evaporates.
	Deck Fitting	Deck fittings can be a source of evaporative loss when they require openings in the deck, such as: access hatches, gauges, rim vents, deck drains, guide-poles, columns, wells, vacuum breakers and ladders.
Internal Floating	Deck Seam	Seams may not be completely vapour tight if the deck is not welded

Table 3-95: NMVOC IEF trend from storage and tank in depots

Pollutant	Unit	1990	1995	2000	2005	2010	2015	2021	2022	2023
NMVOC	kg/t throughput	37.5	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1

3.8.3.3.3 Activity Data

Porto has terminated its refining activities in April 2021.

Only Sines unit remains in operation.

[24] This list is intended as presenting an overview. For precise description please consult USEPA (1997) or USEPA (2000).

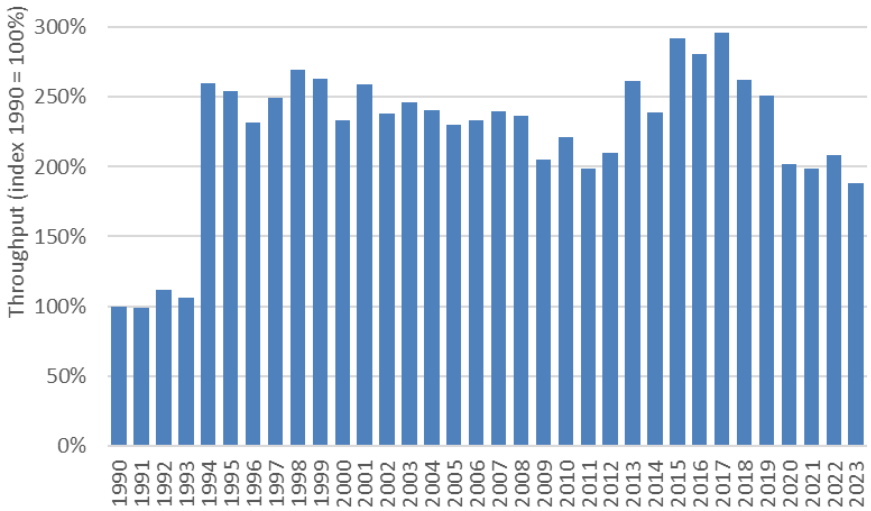


Figure 3-72: Throughput in depots

3.8.3.3.4 Recalculations

No recalculations were made.

3.8.3.3.5 Further Improvements

No further improvements are expected.

3.8.3.4 Service Stations

3.8.3.4.1 Methodology

According to National Ordinance No 646/97, 11th August, it is assumed that since 2005 it is used "bottom loading with vapour return" (Stage IB) for latter recovering (VRU) or destruction (VDU). Before 2005 it is not known the type of filling used and it is assumed that 50% of the service stations had vapour return and 50% hadn't the Stage IB in place.

Before 2005, emissions from Filling Underground Tanks (FUT) were estimated are based on the following:

$$E_{FUT} = V_{StageIB} \times TVP \times EF_{StageIB} + V_{other} \times TVP \times EF_{other}$$

Where:

E_{FUT}: Emissions Filling Underground Tanks (kg)

TVP: True Vapour Pressure (kPa)

$V_{StageIB}$: Gasoline throughput at Service Stations with Stage IB (m^3)

$EF_{StageIB}$: Emission Factor for FUT at Service Stations with Stage IB (kg/m^3/kPa TVP)

V_{ohter}: Gasoline throughput at Service Stations without Stage IB (m^3)

EF_{other}: Emission Factor for FUT at Service Stations without Stage IB (kg/m^3/kPa TVP)

Since 2005, the emissions estimates are based on:

$$E_{FUT} = V_{StageIB} \times EF_{StageIB}$$

Where:

E_{FUT}: Emissions Filling Underground Tanks (kg)

$V_{StageIB}$: Gasoline throughput at Service Stations with Stage IB (m^3)

$EF_{StageIB}$: Emission Factor for FUT at Service Stations with Stage IB (kg/m^3/Kpa TVP)

3.8.3.4.2 Emission Factors

Emission factors for "Filling Underground Tanks" were obtained from "Concawe – Air pollutant emission estimation methods for EPER and PRTR reporting by refineries (revised) – report no. 9/05R – Appendix 3 – Table A3.1".

Table 3-96: Filling Underground Tank (Stage I) NMVOC Emission Factors

Filling Underground Tank	Emission Factor (kg/m^3/kPa TVP)
Without Stage IB	$2.44E^{-02}$
With Stage IB	$1.1E^{-03}$

The NMVOC emission factor source for "Underground Tank Breathing and Emptying" is "Concawe – Air pollutant emission estimation methods for EPER and PRTR reporting by refineries (revised) – report no. 9/05R – Appendix 3 – Table A3.1" (=$3.30E^{-03}$ kg/m^3/kPa TVP).

Table 3-97: Vehicle Refuelling Operations (Stage II) NMVOC Emission Factors

Vehicle Refuelling Operations	Emission Factor (kg/m^3/kPa TVP)
Drips and Minor Spillage	$2.20E^{-03}$
Refuelling with no emission controls in operations (without Stage II measures)	$3.67E^{-02}$

3.8.3.4.3 Activity data

Data on gasoline sales for road transport was obtained from DGEG Energy Balance for the entire period.

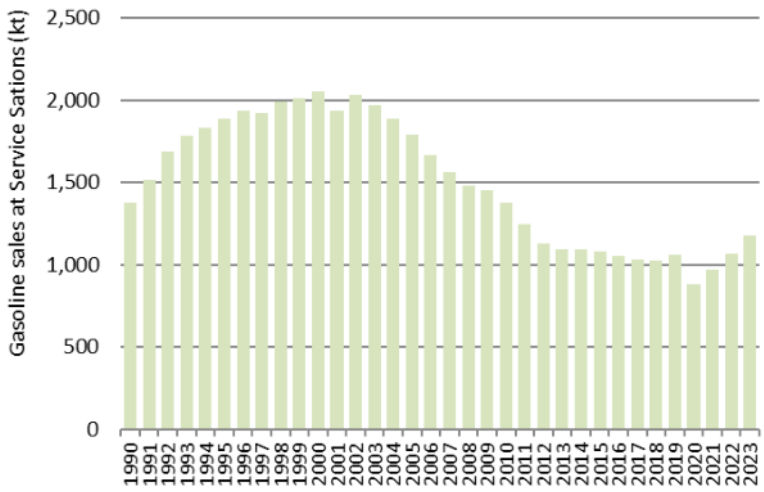


Figure 3-73: Fuel Sales at Service Stations

3.8.3.4.4 Recalculations

2022 fuel sales were updated according to DGEG.

3.8.3.4.5 Further Improvements

Efforts should be addressed in order to verify stage II implementation in service stations in Portugal.

3.9 Fugitive Emissions from Natural Gas (NFR 1.B.2.b.)

3.9.1 Category description

There is no production of natural gas in Portugal. The use of natural gas in Portugal was initiated only in 1997 (DGEG). At that time this energy source was received by ship from Algeria and used mainly in electric power production and in combustion in industry. Since then, its use became more widespread and its now consumed also in the manufacturing industry, domestic, service, institutions, commerce, building and construction, agriculture and even a small quantity in road transport. All natural gas is imported and received through shipping transport from Algeria and Nigeria as Liquefied Natural Gas (LNG). There are also no major processing operations in Portugal.

Natural gas pipelines may be classified in two different sub-groups:

- Transmission lines. Operating at high pressure, are used to transport natural gas in bulk over large distances till distribution centres;
- Distribution networks. Comprehend the network of extensive pipelines that convey natural gas to the end-user. They tend to work on lower pressure and with smaller diameter lines. There are distribution networks of natural gas distributing for industrial consumers, services and domestic users.

The gas received from Algeria in ships is re-gasified in a plant in Sines, in southern Portugal.

Methane emissions from natural gas result mostly from leaks of unmodified natural gas, in pipes or in the plant. Although these losses happen as result of maintenance operations or abnormal accident situations (pressure surges due to failure of equipment that controls pressure), they occur also constantly as result of normal operations of the system in operation valves or in chronic leaks due to seal failure, flawed valves, small cracks and holes in the lines or reservoirs.

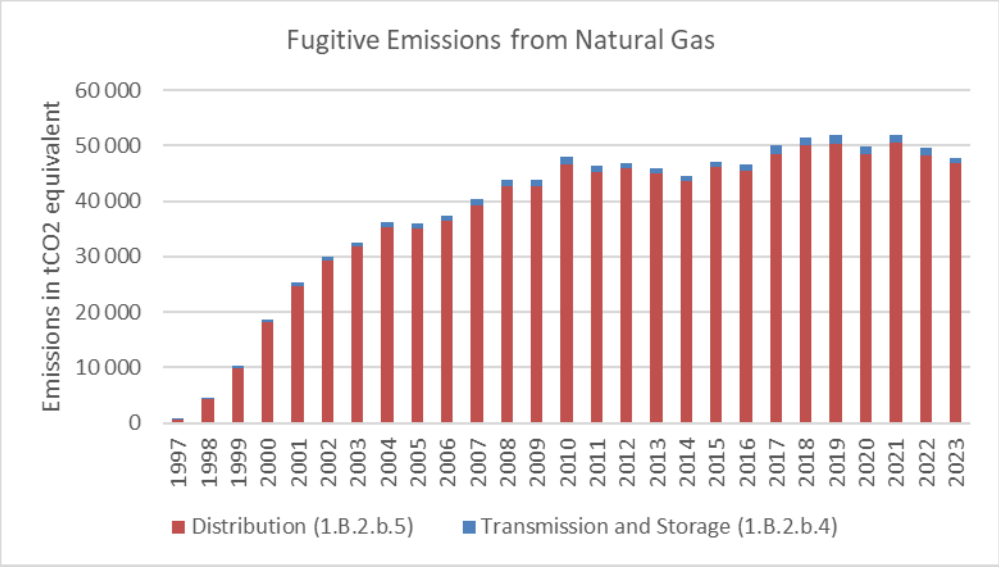


Figure 3-74: Fugitive Emissions from Natural Gas

3.9.2 Methodology

Estimates of fugitive emissions related to the transport of natural gas are separated into two categories. One relates to fugitive emissions during transport of Natural Gas to High Pressure and is reported in code NFR *1.B.2.b - Fugitive emissions from natural gas (exploration, production, processing, transmission, storage, distribution and other).*

Losses of natural gas through leaks are estimated through adjustment factors published by ERSE - National regulatory body of the Natural Gas market. The NMVOC emissions are estimated taking into account the composition of Natural Gas imported by Portugal.

Transmission and Storage

The adjustment factor considered for the National Natural Gas Transportation Network at High Pressure simultaneously considers the transmission processes and storage processes.

In order to obtain the amount of Natural Gas circulating in a year in the National High-Pressure Natural Gas Transport Network, it is necessary to remove from the total imported NG the one that arrives in the country via trucks directly to autonomous units that intrude the gas directly into the networks of distribution.

NG Transmission Network HP = NG Imported – NG from Autonomous units
NG Transmission Network Leaks = NG Transmission Network HP * Adjustment Factor HP

Transmission NMVOC Fugitive Emissions = NG Transmission Network HP Leaks * % of NMVOC in National NG

Distribution

ERSE publishes differentiated adjustment factors for medium and low pressure distribution networks. Thus, the natural gas consumptions reported in the energy balance were divided according to the type of supply network.

NG Distribution Network Leaks = NG Distribution MP Leaks + NG Distribution LP Leaks

The quantities of Natural Gas distributed by the two types of networks are obtained through the Energy balance, which differentiates consumption by sector. Therefore:

NG Distribution Medium Pressure: Manufacturing industries

NG Distribution Low Pressure: Residential, Services, Commercial, Agriculture & Fisheries

The amount of natural gas leaks is estimated as follows:

NG Distribution LP Leaks = NG Distribution MP * Adjustment Factor MP
NG Distribution MP Leaks = NG Distribution HP * Adjustment Factor LP
Distribution NMVOC Fugitive Emissions = NG Transmission Distribution Leaks * % of NMVOC in National NG

3.9.3 Emission Factors

The adjustment factors for losses and self-consumption are applied for the purpose of determining the quantities of natural gas that market agents must place at the entrance of the Portuguese Natural Gas Network infrastructures, in order to guarantee the delivery of the natural gas necessary to supply the expected consumption for the Customers. These adjustment factors derived from the losses and self-consumption recorded by the different operators.

Table 3-98: Ajustment Factor for Natural Gas Leaks

Adjustment Factor	Value	Unit
Leaks in Natural Gas Transportation Network (high pressure)	0.0015	% of Natural Gas Transmitted
Leaks in Natural Gas Distribution Network (medium pressure)	0.07	% of Natural Gas Distributed (med)
Leaks in Natural Gas Distribution Network (low pressure)	0.34	% of Natural Gas Distributed (low)

The leakage values in the high pressure transport network are low because in this system the total losses are marginal (0.11% of all Natural Gas transmitted) and only a small part are NG leaks (1.33% of all losses), the remaining losses Are self-consumption that are considered in the chapter of the combustion of energy.

In the NG distribution network, leaks are associated with leaks in mechanical elements such as valves, purges, reduction stations, reduction and counting stations, mechanical connections, etc. In addition, losses are also associated with the network operation resulting from the purge for commissioning of new sections, the commissioning of new customers, gas emissions into the air resulting from the operation of safety systems, network maintenance operations, etc. Also included in the technical losses are the possible leakages of natural gas, in the particular installations of the consumers, upstream of the meters.

The verification of natural gas characteristics is carried out by ORT - Transmission System Operator (REN Gasoduto), which periodically publishes the parameters on reference natural gas distributed in Portugal. The final composition of the natural gas varies according to its provenance and mixture, and the national average values are presented according to the following table.

Table 3-99: Characteristics of natural gas

Pollutants	Unit	Value	Unit	Value
Methane	mole %	90.05	mass %	80.62
Ethane (COVNM)	mole %	6.45	mass %	10.82
Propane (COVNM)	mole %	1.74	mass %	4.29
i-butane (COVNM)	mole %	0.23	mass %	0.76
n-butane (COVNM)	mole %	0.27	mass %	0.87
i-pentane (COVNM)	mole %	0.02	mass %	0.08
n-pentane (COVNM)	mole %	0.01	mass %	0.04
n-hexane (COVNM)	mole %	0.01	mass %	0.05
Nitrogen	mole %	0.58	mass %	0.91
CO_2	mole %	0.63	mass %	1.55

3.9.4 Activity data

According to the above explained methodology, activity data comprehends:

- natural gas imports, obtained from the DGEG's Energy Balances;
- consumption of Natural Gas.

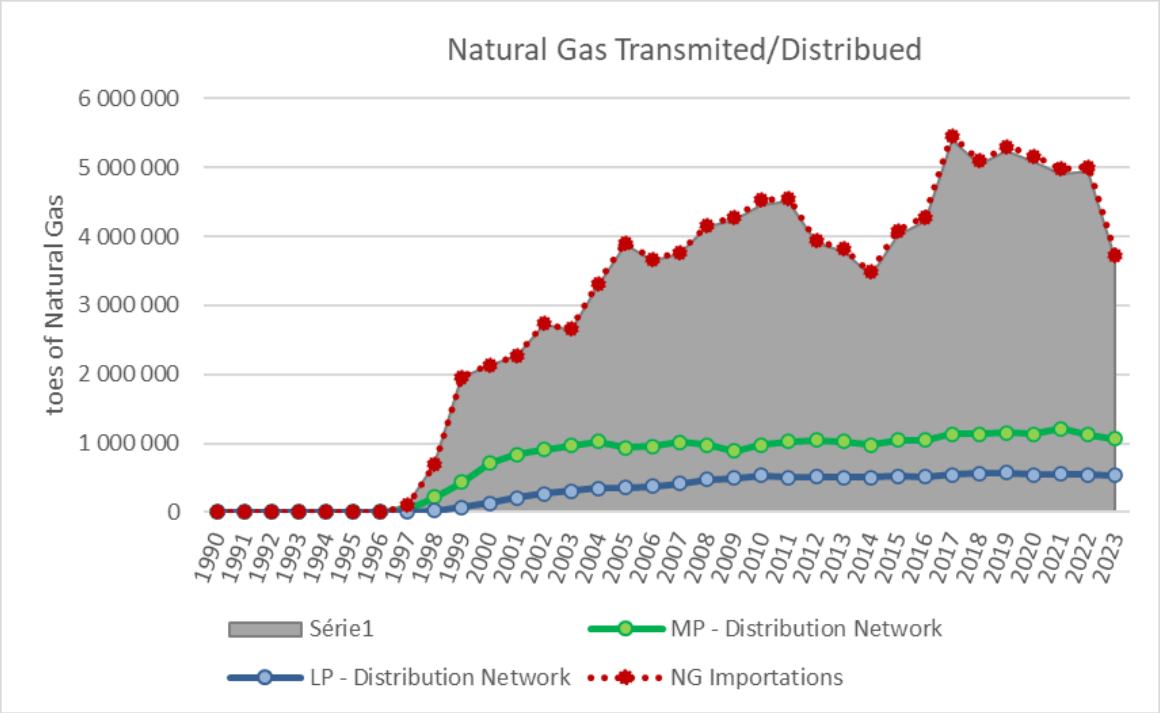


Figure 3-75: Natural Gas transported by High, Medium and Low Pressure Networks

3.9.5 Recalculations

Minor changes between submissions result from the fuel consumption data update following the publication of a revised 2021 and 2022 Energy Balance.

3.9.6 Further Improvements

We intend, if possible, to obtain information on leaks in the transportation and distribution of Natural Gas related to the period prior to 2009.

3.10 Venting and Flaring in Oil Industry (1.B.2.c)

3.10.1 Category description

Venting activities do not occur in Portugal.

Regarding flaring activities in Portugal, flaring of natural gas and waste gas/vapor streams at gas facilities do not occur in Portugal, they occur only in oil industry. Flares were used at the three refineries in Portugal to control and burn non-condensable gases recovered from leakages and blow down operations, which would otherwise be emitted as volatile organic compounds. Although smokeless and complete combustion is always an objective, sometimes the gas influx exceeds flare combustion capacity and partly unburned organic compounds are emitted: NMVOC and CO.

3.10.2 Methodology

Air emissions in flaring, resulting from combustion of gas collected from leaks and blowdown system, and were estimated either from the quantity of gas flared or total feed to refinery.

NMVOC emissions were estimated according to the following equation:

$$Emi_{(p,y)} = EF_{(p)} \times Flare_{GAS(y)} \times m_{(p,y)}/m_{(gas,y)} \times 10^{-3}$$

Where:

$Emi_{(p,y)}$: Emission of pollutant p in year y (t/yr)

$EF_{(p)}$: Emission factor (Kg/t gas)

$Flare_{GAS(y)}$: Quantity of gas flared in year y (t/yr)

$m_{(p,y)}/m_{(gas,y)}$: Mass fraction of pollutant p in year y.

CO and NO_x emissions were estimated according to the following equation:

$$Emi_{(p,y)} = EF_{(p)} \times Flare_{Gas(y)} \times NCV_{Gas} \times 10^{-3}$$

Where:

$Emi_{(p,y)}$: Emission of pollutant p in year y (t/yr)

$EF_{(p)}$: Emission factor of pollutant p (kg/GJ gas)

$Flare_{Gas(y)}$: Quantity of gas flared in year y (t/yr)

NCV_{Gas}: Net calorific value of the gas flared (GJ/t)

SO_x emissions are estimated according to the following equation:

$$Emi_{SOx} = EF_{SOx} \times S_{(m/m)} \times Flare_{GAS(y)} \times 10^{-3}$$

Where:

Emi_{SOx}: Emission of pollutant p in year y (t/yr)

EF_{SOx}: Emission factor (Kg/t gas)

$S_{(m/m)}$: Sulphur content of the gas flared (kg S/kg gas)

$Flare_{GAS(y)}$: Quantity of gas flared in year y (t/yr)

Heavy Metals, PAHs, TSP, PM_{10} and $PM_{2.5}$ emissions are estimated according to the following equation:

$$Emi_{(p,y)} = EF_{(p)} \times Flare_{Gas(y)} \times NCV_{Gas} \times 10^{-6}$$

Where:

$Emi_{(p,y)}$: Emission of pollutant p in year y (t/yr)

$EF_{(p)}$: Emission factor of pollutant p (g/GJ gas)

$Flare_{Gas(y)}$: Quantity of gas flared in year y (t/yr)

NCV_{Gas}: Net calorific value of the gas flared (GJ/t)

3.10.3 Emission Factors

Emission factors were set from "Concawe – Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)" as presented in the next table. Sulphur content was obtained from the refineries.

Table 3-100: Emission Factors for flaring in refineries

Pollutant	EF Unit	EF	Source
NMVOC	kg/t gas	5	Chapter 13.2.1.1. (Flare Stream Details Known) of "Concawe - Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)"
CO	kg/GJ gas	0.133	Chapter 8.2.2.1. (Flare Stream Details Known) of "Concawe - Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)"
NO_x	kg/GJ gas	29.2×10^{-2}	Chapter 14.6.1.1. (Flare Stream Details Known) of "Concawe - Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)"
SO_x	kg/t gas	2×10^{3}	Chapter 16.1 of "Concawe - Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)"
As	g/GJ gas	3.52×10^{-4}	Chapters 18.2 and 18.1 of "Concawe - Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)"
Cd	g/GJ gas	2.19×10^{-3}	Chapters 19.2 and 19.1 of "Concawe - Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)"
Cr	g/GJ gas	6.69×10^{-3}	Chapters 20.2 and 20.1 of "Concawe - Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)"
Cu	g/GJ gas	3.29×10^{-3}	Chapters 21.2 and 21.1 of "Concawe - Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)"
Hg	g/GJ gas	3.72×10^{-4}	Chapters 22.2 and 22.1 of "Concawe - Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)"
Ni	g/GJ gas	7.37×10^{-3}	Chapters 23.2 and 23.1 of "Concawe - Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)"
Pb	g/GJ gas	1.61×10^{-3}	Chapters 24.2 and 24.1 of "Concawe - Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)"
Zn	g/GJ gas	1.70×10^{-2}	Chapters 25.2 and 25.1 of "Concawe - Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)"
Benzo(α)pyrene	g/GJ gas	6.688×10^{-7}	Chapters 28.2 and 28.1.2.2 of "Concawe - Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)"
Benzo(β)fluoranthene	g/GJ gas	1.137×10^{-6}	Chapters 28.2 and 28.1.2.2 of "Concawe - Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)"
Benzo(k)fluoranthene	g/GJ gas	6.306×10^{-7}	Chapters 28.2 and 28.1.2.2 of "Concawe - Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)"
Indeno(1,2,3-cd)pyrene	g/GJ gas	6.306×10^{-7}	Chapters 28.2 and 28.1.2.2 of "Concawe - Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)"
TSP[25]	g/GJ gas	8.90×10^{-1}	Chapters 30.2 and 30.1 of "Concawe - Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)"
PM_{10}	g/GJ gas	8.90×10^{-1}	Chapters 30.2 and 30.1 of "Concawe - Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)"
$PM_{2.5}$[26]	g/GJ gas	8.90×10^{-1}	Chapters 30.2 and 30.1 of "Concawe - Air pollutant emission estimation methods for E-PRTR reporting by refineries – report no. 4/17 (2017 Edition)"

[25] In Concawe there is only the emission factor for PM_{10}. We assume that TSP=PM_{10}=$PM_{2.5}$.

[26] In Concawe there is only the emission factor for PM_{10}. We assume that TSP=PM_{10}=$PM_{2.5}$.

3.10.4 Activity data

In 1990 there were three oil refining plants in Portugal: Porto, Lisbon and Sines. After 1993, the Lisbon unit was closed. Porto has terminated its refining activities in April 2021. Only Sines unit remains in operation.

For the period 1990-2004, total flare gas consumed in the three units and Low Heating Value was made available from PETROGAL. From 2005 onwards, data is obtained from EU-ETS.

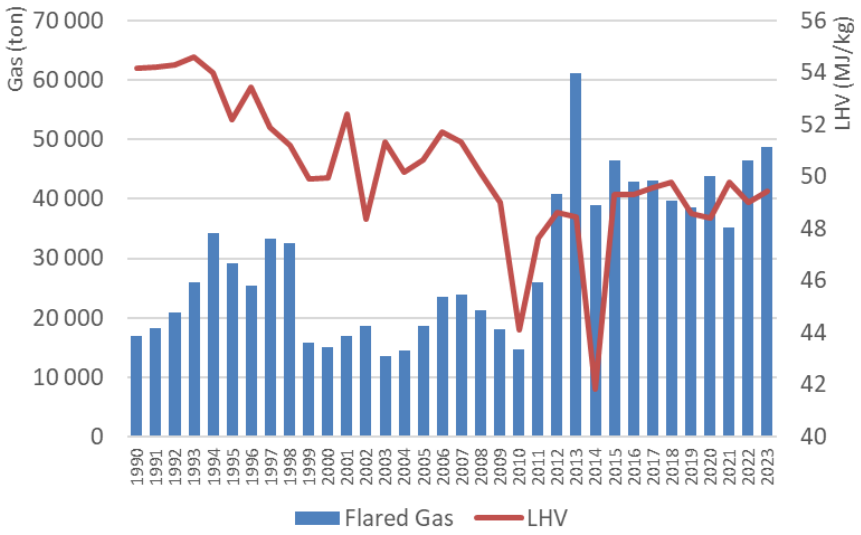


Figure 3-76: Total consumption of flare gas in Portuguese refineries and Low Heating Value

3.10.5 Recalculations

No recalculations were made.

3.10.6 Further Improvements

No further improvements are expected for this sector.

4 Industrial Processes and Product Use (NFR Sector 2)

Table of Contents

4 Industrial Processes and Product Use (NFR Sector 2) 4-1

4.1 Overview of the sector 4-12

4.2 Mineral Industry (NFR 2.A) 4-14

4.2.1 Cement Production (NFR 2.A.1) 4-14

4.2.2 Lime Production in dedicated plants (NFR 2.A.2) 4-17

4.2.3 Lime Production in Iron and Steel (CRF 2.A.2) 4-20

4.2.4 Glass Production (NFR 2.A.3) 4-23

4.2.5 Glass Wool Production (NFR 2.A.3) 4-26

4.2.6 Quarrying and mining of minerals other than coal (NFR 2.A.5.a) 4-28

4.2.7 Construction and Demolition (NFR 2.A.5.b) 4-33

4.2.8 Storage, handling and transport of mineral products (NFR 2.A.5.c) 4-36

4.3 Chemical Industry (NFR 2.B) 4-38

4.3.1 Ammonia Production (NFR 2.B.1 – SNAP 040403) 4-38

4.3.2 Nitric Acid Production (NFR 2.B.2 – SNAP 040402) 4-40

4.3.3 Adipic Acid Production (NFR 2.B.3 – SNAP 040521) 4-41

4.3.4 Calcium Carbide Production (NFR 2.B.5 – SNAP 040412) 4-41

4.3.5 Titanium Dioxide Production (NFR 2.B.6 – SNAP 040410) 4-42

4.3.6 Other Chemical Industry - Sulphuric Acid Production (NFR 2.B.10.a – SNAP 040401) 4-44

4.3.7 Other Chemical Industry - Ammonium Sulphate Production (NFR 2.B.10.a – SNAP 040404) 4-46

4.3.8 Other Chemical Industry - Explosives Manufacturing (NFR 2.B.10.a – SNAP 040622) 4-48

4.3.9 Other Chemical Industry - Ammonium Nitrate Production (NFR 2.B.10.a – SNAP 040405) .. 4-49

4.3.10 Other Chemical Industry - Ammonium Phosphates Production (NFR 2.B.10.a – SNAP 040406) 4-52

4.3.11 Other Chemical Industry - NPK Fertilisers Production (NFR 2.B.10.a – SNAP 040407) 4-54

4.3.12 Other Chemical Industry - Urea Production (NFR 2.B.10.a – SNAP 040408) 4-56
4.3.13 Other Chemical Industry - Carbon Black Production (NFR 2.B.10.a – SNAP 040409) 4-57
4.3.14 Other Chemical Industry - Graphite Production (NFR 2.B.10.a – SNAP 040411) 4-59
4.3.15 Other Chemical Industry - Chlorine Production (NFR 2.B.10.a – SNAP 040413) 4-59
4.3.16 Other Chemical Industry - Phosphate Fertilisers Production (NFR 2.B.10.a – SNAP 040414) 4-59
4.3.17 Other Chemical Industry - Ethylene Production (NFR 2.B.10.a – SNAP 040501) 4-59
4.3.18 Other Chemical Industry - 1,2-Dichloroethane (NFR 2.B.10.a – SNAP 040503) 4-61
4.3.19 Other Chemical Industry - Vinylchloride Production (NFR 2.B.10.a – SNAP 040504) 4-61
4.3.20 Other Chemical Industry - 1,2-Dichloroethane + Vinylchloride Production (balanced process) (NFR 2.B.10.a – SNAP 040505) 4-61
4.3.21 Other Chemical Industry - Polyethylene Low Density Production (NFR 2.B.10.a – SNAP 040506) 4-62
4.3.22 Other Chemical Industry - Polyethylene High Density Production (NFR 2.B.10.a – SNAP 040507) 4-63
4.3.23 Other Chemical Industry - Polyvinylchloride production (NFR 2.B.10.a - SNAP 040508) ... 4-65
4.3.24 Other Chemical Industry - Polypropylene Production (NFR 2.B.10.a – SNAP 040509) 4-67
4.3.25 Other Chemical Industry - Polystyrene Production (NFR 2.B.10.a – SNAP 040511) 4-69
4.3.26 Other Chemical Industry - Formaldehyde Production (NFR 2.B.10.a – SNAP 040517) 4-70
4.3.27 Other Chemical Industry - Phthalic Anhydride Production (NFR 2.B.10.a – SNAP 040519) 4-71
4.4 Metal Industry (NFR 2.C) 4-73
4.4.1 Iron and Steel Production (NFR 2.C.1) 4-73
4.4.2 Ferroalloys Production (NFR 2.C.2 – SNAP 040302) 4-82
4.4.3 Aluminium Production (NFR 2.C.3 – SNAP 040301; 030310) 4-82
4.4.4 Magnesium Production (NFR 2.C.4) 4-84
4.4.5 Lead Production (NFR 2.C.5 – SNAP 040309b) 4-85
4.4.6 Zinc Production (NFR 2.C.6 – SNAP 040309c) 4-87
4.4.7 Copper Production (NFR 2.C.7.a – SNAP 040309a) 4-87
4.4.8 Nickel Production (NFR 2.C.7.b – SNAP 040305) 4-90
4.4.9 Other Metal Production (NFR 2.C.7.c – SNAP 040309z) 4-90
4.4.10 Storage, Handling and Transport of Metal Products (NFR 2.C.7.d – SNAP 041000) 4-90
4.5 Solvent and other Product Use (2.D.3.a – 2.D.3.h) 4-92
4.5.1 Domestic solvent use including fungicides (NFR 2.D.3.a – SNAP 060408; 060411) 4-92
4.5.2 Road Paving with Asphalt (NFR 2.D.3.b – SNAP 040611) 4-95

4.5.3 Asphalt Roofing (NFR 2.D.3.c – SNAP 040610) 4-99
4.5.4 Coating applications - Manufacture of automobiles (NFR 2.D.3.d - SNAP 060101) 4-101
4.5.5 Coating applications - Car Repairing (NFR 2.D.3.d - SNAP 060102) 4-103
4.5.6 Coating applications - Construction and buildings (NFR 2.D.3.d - SNAP 060103) 4-105
4.5.7 Coating applications - Domestic Use (NFR 2.D.3.d - SNAP 060104) 4-108
4.5.8 Coating applications - Coil Coating (NFR 2.D.3.d - SNAP 060105) 4-110
4.5.9 Coating applications - Boat Building (NFR 2.D.3.d - SNAP 060106) 4-112
4.5.10 Coating applications - Wood (NFR 2.D.3.d - SNAP 060107) 4-113
4.5.11 Coating applications - Truck/Van coating (NFR 2.D.3.d - SNAP 060108) 4-115
4.5.12 Coating applications - Truck cabin coating (NFR 2.D.3.d - SNAP 060108) 4-116
4.5.13 Coating applications - Bus coating (NFR 2.D.3.d - SNAP 060108) 4-118
4.5.14 Coating applications - Wire coating (NFR 2.D.3.d - SNAP 060108) 4-119
4.5.15 Coating applications - Leather finishing (NFR 2.D.3.d - SNAP 060108) 4-119
4.5.16 Coating applications - Other Industrial Applications (NFR 2.D.3.d - SNAP 060108) 4-121
4.5.17 Degreasing (NFR 2.D.3.e – SNAP 060201; 060203; 060204) 4-123
4.5.18 Dry cleaning (NFR 2.D.3.f – SNAP 060202) 4-127
4.5.19 Chemical Products - Polyester processing (NFR 2.D.3.g - SNAP 060301) 4-130
4.5.20 Chemical Products - Polyvinylchloride processing (NFR 2.D.3.g - SNAP 060302) 4-131
4.5.21 Chemical Products - Polyurethane foam processing (NFR 2.D.3.g - SNAP 060303) 4-131
4.5.22 Chemical Products - Polystyrene foam processing (NFR 2.D.3.g - SNAP 060304) 4-133
4.5.23 Chemical Products - Rubber processing (NFR 2.D.3.g - SNAP 060305) 4-134
4.5.24 Chemical Products - Pharmaceutical Products Manufacturing (NFR 2.D.3.g – SNAP 060306)4-136
4.5.25 Chemical Products - Paints, Inks and Glues Manufacturing (NFR 2.D.3.g - SNAP 060307; 060308; 060309) 4-137
4.5.26 Chemical Products - Asphalt Blowing (NFR 2.D.3.g – SNAP 060310) 4-140
4.5.27 Chemical Products - Adhesive, Magnetic Tapes, Films and Photographs Manufacturing (NFR 2.D.3.g – SNAP 060311) 4-142
4.5.28 Chemical Products - Manufacture of Shoes (NFR 2.D.3.g) 4-144
4.5.29 Chemical Products - Leather Tanning (NFR 2.D.3.g - SNAP 060313) 4-145
4.5.30 Chemical Products - Tyre Production (NFR 2.D.3.g - SNAP 060314) 4-147
4.5.31 Printing Industry (NFR 2.D.3.h – SNAP 060403) 4-149
4.6 Other Solvent and other Product Use (2.D.3.i – 2.G) 4-155
4.6.1 Glass Wool Induction (NFR 2.D.3.i – SNAP 060401) 4-155

4.6.2 Mineral Wool Induction (NFR 2.D.3.i – SNAP 060402) 4-156
4.6.3 Fat, Edible and Non-Edible Oil Extraction (NFR 2.D.3.i – SNAP 060404) 4-157
4.6.4 Application of glues and adhesives (NFR 2.D.3.i – SNAP 060405) 4-159
4.6.5 Preservation of Wood (NFR 2.D.3.i – SNAP 060406) 4-161
4.6.6 Underseal Treatment and Conservation of Vehicles (NFR 2.D.3.i – SNAP 060407) 4-165
4.6.7 Vehicles Dewaxing (NFR 2.D.3.i – SNAP 060409) 4-166
4.6.8 Use of Fireworks (NFR 2.G – SNAP 060601) 4-167
4.6.9 Use of Tobacco (NFR 2.G – SNAP 060602) 4-169
4.6.10 Use of Shoes (NFR 2.G - SNAP 060603) 4-172
4.6.11 Lubricants consumption (NFR 2.G – SNAP 060604) 4-174
4.7 Other Industry Production (2.H) 4-176
4.7.1 Paper pulp production (NFR 2.H.1 – SNAP 040602; 040603; 040604) 4-176
4.7.2 Food Manufacturing (NFR 2.H.2 – SNAP 040605; 040625; 040626; 040627) 4-177
4.7.3 Drink Manufacturing (NFR 2.H.2 – SNAP 040606; 040607; 040608) 4-180
4.7.4 Wood Chipboard Production (NFR 2.H.3 – SNAP 040601) 4-182
4.8 Wood Processing (2.I) 4-183
4.8.1 Wood Processing (NFR 2.I – SNAP 040620) 4-183
4.9 Production of POPs (2.J) 4-184
4.10 Consumption of persistent organic pollutants and heavy metals (2.K) 4-184
4.10.1 Consumption of persistent organic pollutants and heavy metals (NFR 2.K – SNAP 060502; 060504; 060507) 4-184

List of Figures

Figure 4-1: Total clinker production in Portugal 4-16
Figure 4-2: Clinker production data – comparison of approaches 4-16
Figure 4-3: Lime production from different sources 4-18
Figure 4-4: Lime production 4-19
Figure 4-5: Lime production in dedicated plants – comparison of approaches 4-20
Figure 4-6: Lime production and steel production from BOF in Iron and Steel 4-22
Figure 4-7: Lime production in Iron and Steel 4-22
Figure 4-8: Glass production 4-25
Figure 4-9: Cullet incorporation by type of glass 4-25
Figure 4-10: Minerals and Ornamental Rocks extratec 4-30

Figure 4-11: Aggregates quarried 4-30
Figure 4-12: Number of quarries in activity, by type of aggregate 4-30
Figure 4-13: Quarrying and mining of minerals other than coal 4-32
Figure 4-14: Houses/apartments construction and non-residential construction 4-35
Figure 4-15: Roads construction 4-35
Figure 4-16: Mineral products stored, handled and transported 4-37
Figure 4-17: Trend in Ammonia production 4-39
Figure 4-18: Ammonia production data – comparison of approaches 4-40
Figure 4-19: Trend in Nitric Acid production 4-41
Figure 4-20: Titanium Dioxide Production 4-43
Figure 4-21: Trend in total sulphuric acid production, including sulphur recovery 4-45
Figure 4-22: Ammonium Sulphate production (Index 1990=100%) 4-47
Figure 4-23: Explosives production 4-48
Figure 4-24: Ammonium Nitrate production (1990=100%) 4-50
Figure 4-25: Ammonium Nitrate production – comparison of approaches 4-51
Figure 4-26: Ammonium Phosphates (Index 1990=100%) 4-53
Figure 4-27: NPK Fertilisers production (Index 1990=100%) 4-55
Figure 4-28: Trend in Urea production 4-57
Figure 4-29: Carbon Black production 4-58
Figure 4-30: Trend in Ethylene production 4-60
Figure 4-31: Ethylene production data – comparison of approaches 4-61
Figure 4-32: Polyethylene Low-Density (PELD) trend (1990=100%) 4-62
Figure 4-33: Polyethylene Low-Density production data – comparison of approaches 4-63
Figure 4-34: Polyethylene High-Density (PEHD) trend (1990=100%) 4-64
Figure 4-35: Polyethylene High-Density production data – comparison of approaches 4-65
Figure 4-36: PVC production 4-66
Figure 4-37: PVC production data – source comparison 4-67
Figure 4-38: Polypropylene trend (1990=100%) 4-68
Figure 4-39: Polystyrene trend (1990=100%) 4-69
Figure 4-40: Formaldehyde trend (1990=100%) 4-71
Figure 4-41: Phthalic Anhydride production trend (1990=100%) 4-72
Figure 4-42: Integrated iron and steel facility – production of steel and intermediate products (1990-2001) 4-80

Figure 4-43: Steel production by process 4-81
Figure 4-44: Crude steel production in Portugal – comparison of approaches 4-81
Figure 4-45: Secondary Aluminium production (Index 1990=100%) 4-84
Figure 4-46: Secondary Lead production data (Index 1990=100%) 4-87
Figure 4-47: Secondary Copper production (Index 1990=100%) 4-89
Figure 4-48: Metal products handled (Index 1990=100%) 4-91
Figure 4-49: Total corrected 2.D.3.a solvent VOC emissions 4-94
Figure 4-50: Portuguese population 4-94
Figure 4-51: Asphalt in Portuguese road paving, by type 4-97
Figure 4-52: Total consumption of bitumen – comparison of approaches 4-98
Figure 4-53: Asphalt roofing materials production 4-100
Figure 4-54: Number of cars manufactured 4-102
Figure 4-55: Paint production for car repairing 4-105
Figure 4-56: Paint production for construction and buildings 4-107
Figure 4-57: Paints consumption in domestic use 4-109
Figure 4-58: Coil coatings application 4-112
Figure 4-59: Primers, enamels and varnishes use in wood 4-114
Figure 4-60: Number of vehicles manufactured 4-116
Figure 4-61: Number of truck cabins manufactured 4-117
Figure 4-62: Number of public transportation vehicles manufactured 4-118
Figure 4-63: Leather production 4-121
Figure 4-64: Paint applied in Other Industrial Applications 4-122
Figure 4-65: Degreasing substances consumption – total territory 4-126
Figure 4-66: Annual consumption of PER – total territory 4-129
Figure 4-67: Polyester production 4-130
Figure 4-68: Polyurethane Production (Index 1990=100) 4-132
Figure 4-69: Polystyrene Foam Production (Index 1990=100) 4-133
Figure 4-70: Rubber processed – total territory 4-135
Figure 4-71: Pharmaceutical products produced – total territory 4-136
Figure 4-72: Paints Manufacturing – total territory 4-138
Figure 4-73: Inks manufacturing – total territory 4-139
Figure 4-74: Glues Manufacturing – total territory 4-139
Figure 4-75: Asphalt produced in Asphalt Blowing Units (Index related to 1990 value) 4-141

Figure 4-76: Adhesive, magnetic tapes, films and photographs production 4-143
Figure 4-77: Shoes Manufactured – total territory 4-144
Figure 4-78: Shoes Manufactured – comparison of approaches 4-145
Figure 4-79: Leather production – total territory 4-146
Figure 4-80: Tyre Production – Total territory 4-148
Figure 4-81: Recalculations in Tyre Production 4-148
Figure 4-82: Abated NMVOC emissions by printing technology 4-153
Figure 4-83: Apparent ink consumption in Portugal 4-153
Figure 4-84: Share of ink consumption by printing technology 4-154
Figure 4-85: Printing ink apparent consumption – comparison of approaches 4-155
Figure 4-86: Mineral Wool produced 4-156
Figure 4-87: Seeds/grains consumption 4-158
Figure 4-88: Glues and adhesives apparent consumption 4-160
Figure 4-89: Wood Preservative applied by type – total territory 4-164
Figure 4-90: Annual vehicles sales – Total Territory 4-167
Figure 4-91: Use of Fireworks (Apparent Consumption) 4-169
Figure 4-92: Tobacco apparent consumption – Total territory 4-171
Figure 4-93: Apparent consumption of shoes (x1000 pairs of shoes) – Total territory 4-173
Figure 4-94: Lubricants consumption in engines other than two-stroke 4-175
Figure 4-95: Total production of paper pulp 4-177
Figure 4-96: Food manufacturing by food product – Total territory 4-179
Figure 4-97: Drink manufacturing by beverage type – Total territory 4-181
Figure 4-98: Wood Processing (t wood products processed) 4-184
Figure 4-99: PCB contaminated fluid leaks 4-186

List of Tables

Table 4-1: Total Main Pollutants and PM2.5 emissions from IPPU sector 4-12
Table 4-2: Emission Factors for Cement Production 4-15
Table 4-3: Emission Factors for lime production in dedicated plants 4-18
Table 4-4: Emission Factors for lime production in Iron and Steel 4-21
Table 4-5: Emission Factors considered 4-24
Table 4-6: Emission Factors considered 4-26
Table 4-7: Abatement efficiencies considered 4-27

Table 4-8: Tier 1 Emission Factors for Minerals and Ornamental Rocks 4-29
Table 4-9: Tier 2 implied emission factors for Aggregates 4-29
Table 4-10: Emission Factors 4-33
Table 4-11: Affected Area (m^2) 4-34
Table 4-12: Duration of construction (year) 4-34
Table 4-13: Control Efficiency 4-34
Table 4-14: Emission Factors considered 4-36
Table 4-15: Emission Factors 4-39
Table 4-16: Default emission factor 4-43
Table 4-17: Emission factors 4-47
Table 4-18: Emission factors 4-48
Table 4-19: Neutralizer and Evaporation/Concentration 4-50
Table 4-20: Solids formation operations 4-50
Table 4-21: Particle size distribution (cumulative weight %) 4-50
Table 4-22: Emission factors 4-52
Table 4-23: Emission factors 4-54
Table 4-24: Emission factors 4-56
Table 4-25: Emission Factors for Carbon Black process emissions 4-58
Table 4-26: Emission factor 4-60
Table 4-27: Emission factors 4-62
Table 4-28: Emission factors 4-64
Table 4-29: Emission factors 4-66
Table 4-30: Emission factors 4-68
Table 4-31: Emission factors 4-69
Table 4-32: Emission factors 4-70
Table 4-33: Emission factors applied 4-72
Table 4-34: Emission streams for iron and steel industry 4-76
Table 4-35: Sinter and pig iron production emission factors in the period 1990-2001 4-77
Table 4-36: Basic Oxygen Furnace and Electric Arc Furnace emission factors 4-78
Table 4-37: Pot oven and rolling mills emission factors 4-78
Table 4-38: Emission factors 4-83
Table 4-39: Abatement technologies efficiencies 4-84
Table 4-40: Emission factors 4-86

Table 4-41: Abatement technologies efficiencies 4-86
Table 4-42: Emission factors 4-89
Table 4-43: Abatement technologies efficiencies 4-89
Table 4-44: Emission factors 4-91
Table 4-45: Correction factors for solvent VOC emissions 4-93
Table 4-46: Emission factors for road paving with asphalt 4-96
Table 4-47: Emission Factors – dip saturator (uncontrolled) 4-99
Table 4-48: Tier 2 NMVOC emission factor 4-101
Table 4-49: Abatement technologies applied from 2010 onwards 4-102
Table 4-50: % Efficiency of the abatement technology mix 4-102
Table 4-51: Final emission factor 4-102
Table 4-52: Tier 2 NMVOC emission factor 4-103
Table 4-53: Abatement technologies applied in 2000 4-104
Table 4-54: Abatement technologies applied in 2010 4-104
Table 4-55: % Efficiency of the abatement technology mix 4-104
Table 4-56: Final emission factor 4-104
Table 4-57: Tier 2 NMVOC emission factor 4-106
Table 4-58: Share of each abatement technology over time 4-107
Table 4-59: Final emission factor 4-107
Table 4-60: Tier 2 NMVOC emission factor 4-108
Table 4-61: Abatement technology 4-108
Table 4-62: Share of each abatement technology over time 4-108
Table 4-63: Final emission factor 4-108
Table 4-64: Tier 2 NMVOC emission factor 4-110
Table 4-65: Share of abatement technology efficiencies applied in 1990 4-110
Table 4-66: Share of abatement technology efficiencies applied in 2000 4-111
Table 4-67: Share of abatement technology efficiencies applied in 2010 4-111
Table 4-68: Share of abatement technology efficiencies applied from 2020 onwards 4-111
Table 4-69: Share of each abatement technology over time 4-111
Table 4-70: Final emission factor 4-111
Table 4-71: Tier 2 NMVOC emission factor 4-113
Table 4-72: Share of abatement technologies applied from 1990-2004 4-113
Table 4-73: Share of abatement technologies applied from 2010 onwards 4-114

Table 4-74: Share of each abatement technology over time 4-114
Table 4-75: Final emission factor 4-114
Table 4-76: Tier 2 NMVOC emission factor 4-115
Table 4-77: Tier 2 NMVOC emission factor 4-117
Table 4-78: Default emission factor 4-118
Table 4-79: Tier 2 NMVOC emission factor 4-119
Table 4-80: Penetration of abatement technologies applied from 2015 onwards 4-120
Table 4-81: Control strategy 4-120
Table 4-82: Final emission factor 4-120
Table 4-83: Tier 1 NMVOC emission factor 4-122
Table 4-84: Emission Factors 4-128
Table 4-85: % of Open Circuit and Closed Circuit equipments 4-128
Table 4-86: NMVOC polyester processing emission factor 4-130
Table 4-87: NMVOC foam processing emission factor 4-131
Table 4-88: NMVOC foam processing emission factor 4-133
Table 4-89: NMVOC rubber processing emission factor 4-134
Table 4-90:Tier 1 NMVOC emission factor 4-136
Table 4-91: Emission Factors 4-138
Table 4-92: NMVOC Abatement technology (Source: EMEP/EEA, 2019) 4-138
Table 4-93: NMVOC Control strategy (Source: IIASA, 2009) 4-138
Table 4-94: NMVOC final emission factor 4-138
Table 4-95: Emission Factors for Asphalt Blowing (Uncontrolled) 4-140
Table 4-96: Abatement technologies efficiencies 4-141
Table 4-97: Emission factors 4-142
Table 4-98: Emission Factors 4-144
Table 4-99: Mass vs area leather conversion factor 4-146
Table 4-100: Emission Factor 4-146
Table 4-101: NMVOC default emission factor 4-147
Table 4-102: Tyre weight by vehicle type 4-147
Table 4-103: NMVOC emission factors for printing industry, by technology 4-150
Table 4-104: NMVOC abatement techniques considered for printing industry, by technology 4-152
Table 4-105: Tier 2 NMVOC emission factor 4-156
Table 4-106: Tier 2 emission factors 4-157

Table 4-107: Tier 2 NMVOC emission factor 4-160
Table 4-108: NMVOC abatement efficiencies 4-160
Table 4-109: Share of NMVOC Abatement Technologies 4-160
Table 4-110: Amount of wood preservative (kg) used per m^3 of wood preserved 4-163
Table 4-111: Share of each type of wood preservative 4-163
Table 4-112: Tier 2 emission factors 4-163
Table 4-113: Waterborne Preservative Abatement Technologies Efficiencies 4-163
Table 4-114: Creosote Preservative Abatement Technologies Efficiencies 4-163
Table 4-115: Creosote Preservative Abatement Technologies Efficiencies 4-164
Table 4-116: Tier 2 NMVOC emission factor 4-165
Table 4-117: Tier 2 NMVOC emission factor 4-166
Table 4-118: Tier 2 emission factors 4-168
Table 4-119: Tier 2 emission factors 4-171
Table 4-120: Default emission factor 4-173
Table 4-121: Efficiency of abatement technologies 4-173
Table 4-122: Emission Factors for paper pulp production (non-combustion) 4-176
Table 4-123: Emission Factors for food industry 4-178
Table 4-124: NMVOC emission Factors for drink industry 4-180
Table 4-125: Emission Factor for Wood Processing 4-183
Table 4-126: Emission Factors 4-186

4 Industrial Processes and Product Use (NFR Sector 2)

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Updated: March 2025

4.1 Overview of the sector

Industrial Processes and Product Use (IPPU) sector generates air pollutants from the chemical and physical transformation of raw materials in the industrial transformation processes, excluding emissions that result from combustion processes aiming for energy production[1]. Air pollutants also result from product use, like domestic solvent use, tobacco use or vehicles dewaxing.

Industrial processes, either involving combustion or not, may result in the release of acidifying gases NO_x, NMVOC and SO_x. This sector is also a relevant source of particulate matter (TSP, PM_{10}, $PM_{2.5}$ and PM_1) and local air pollutants such CO and Heavy Metals.

The table below presents total main pollutants and $PM_{2.5}$ emissions from IPPU, for Portugal Mainland (without the Island of Azores and Madeira, for NECD compliance) and for the whole Portuguese territory (for CLRTAP compliance).

Table 4-1: Total Main Pollutants and PM2.5 emissions from IPPU sector

Source /Gas	1990	2005	2021	2022	2023	Δ 2023-2022	Δ 2023-2005	Δ 2023-1990	Importance in total emissions from PT in 2023
			Kt				%		%
NOx									
Portugal	3.18	4.79	5.95	6.08	5.77	-5.1%	20.4%	81.1%	4.8%
Mainland	3.18	4.79	5.95	6.07	5.76	-5.1%	20.4%	81.0%	5.2%
NMVOC									
Portugal	104.39	108.21	90.59	93.17	93.03	-0.1%	-14.0%	-10.9%	61.1%
Mainland	100.14	103.68	86.49	89.00	88.77	-0.3%	-14.4%	-11.4%	65.0%
SOx									
Portugal	12.49	12.33	5.14	5.19	5.35	3.1%	-56.6%	-57.1%	19.2%
Mainland	12.49	12.33	5.14	5.19	5.35	3.1%	-56.6%	-57.1%	19.2%
NH3									
Portugal	1.64	2.49	1.39	1.30	1.01	-22.7%	-59.5%	-38.5%	2.0%
Mainland	1.64	2.48	1.39	1.30	1.00	-22.7%	-59.6%	-38.7%	2.0%
PM2.5									
Portugal	6.03	9.87	11.64	11.38	9.69	-14.8%	-1.8%	60.8%	22.6%
Mainland	5.97	9.78	11.59	11.32	9.64	-14.8%	-1.5%	61.4%	22.4%

In Portugal's industry, the majority of air pollutants is released as NMVOC and particulate matter (61% and 22%, respectively), while NH_3 and NOx represent a smaller proportion of emissions (2% and 5%, respectively).

[1] Emissions of combustion are considered in this sector if they are considered a production process and not as a way to obtain energy, even if the energy is used directly in the production process such as in a furnace. Emissions from combustion processes in industry with the sole purpose of obtaining energy (boilers, furnaces, engines) are included in the Energy sector.

Industrial production returned to a trajectory of moderate growth since 2022, after the disruptions caused by the coronavirus disease (COVID-19) crisis. However, the Portuguese economy has stagnated in 2023. The weakness in activity reflects the impact of rising interest rates and the slowdown in external demand, together with the dissipation of the momentum associated with the post-pandemic recovery in tourism and the recovery from the shock to the terms of trade.

In 2023, the Industrial Production Index decreased by 2.8%, after the 0.3% increase recorded in the previous year. The main products produced in 2023, considering the sales value, were from the *Food Industry*, followed by the *Manufacturing of automobile vehicles and the Manufacturing of coke, refined petroleum products and fuel agglomerates*.

Recalculations

2.A.2 (Lime Production): Correction compilation error in 1991 activity data;

2.A.5.a (Quarrying and mining of minerals other than coal 2019): 2019-2022 activity data update;

2.A.5.b (Construction and Demolition): 2022 residential construction activity data update; 2016-2022 highways activity data update;

2.A.5.c (Storage and Handling): 2019-2022 activity data update in accordance with sub-category 2.A.5.a;

2.B.10.a (Chemical Industry): PELD Production - 2022 activity data update; **PEHD Production -** 2022 activity data update;

2.D.3.a (Domestic Solvent Use): Population data update from 2011-2020 according to INE;

2.D.3.d (Coating Applications): 2021-2022 activity data update;

2.D.3.e (Degreasing): 2022 imports activity data update;

2.D.3.f (Dry Cleaning): 2022 imports/exports activity data update;

2.D.3.g (Chemical Products): 2021-2022 activity data update in several sub-categories;

2.D.3.h (Printing): 2021-2022 activity data update;

2.D.3.i (Other Solvent Use): Application of Glues and Adhesives – 2021-2022 activity data update; **Preservation of Wood** – 2022 activity data update; **Underseal Treatment** – Population data update from 2011-2020 and 2022;

2.G (Other Product Use): Lubricants: 2021-2022 lubricants consumption data update; Two-stroke engines lubricants consumption data revised for the whole time series; **Use of fireworks** - 2022 imports/exports activity data update; **Use of Tobacco** – 2022 imports/exports activity data update; **Use of Shoes** - 2022 imports/exports activity data update;

2.H.1 (Chipboard Production): 2022 activity data update;

2.H.2 (Food Manufacturing): 2022 activity data update;

2.H.2 (Drink Manufacturing): 2022 activity data update;

2.I (Wood Processing): 2022 activity data update;

2.K (Consumption of POPs): Population data update from 2011-2020;

Several minor sub-categories: Update on surrogate data such as Gross Domestic Product (GDP) and Gross Value Added (GVA) for 2021-2022.

4.2 Mineral Industry (NFR 2.A)

4.2.1 Cement Production (NFR 2.A.1)

4.2.1.1 Category description

There are six cement production plants operating in Portugal, mostly dedicated to Portland cement production[2] and almost all localized in the south of the country. Five of these clinker producing units use the dry process while the remaining one uses both the dry and the semi-wet process - although the dry process is prevalent in that unit too. All dry process units have short kilns with pre-heaters, and 5 kilns in four units are provided with pre-calciners[3].

Chapter 2.A.1 of the 2023 EMEP Guidebook only considers process emissions of particulate matter from cement plants, which originate mainly from pre-and after-treatment. Moreover, it states that emissions from the kiln are a combination of combustion and process emissions, and that the main pollutants are assumed to originate from combustion and reported in NFR 1.A.2.f. However, given that emissions of particulate matter from these operations are obtained from monitoring data from E-PRTR, which does not disaggregate process emissions from combustion emissions, they are reported in NFR 1.A.2.f.

NFR 2A5a accounts, among others, emissions from quarrying and/or primary crushing of minerals like limestone, chalk, sand and clay, used in cement manufacture. We consider that pre-processing operations from cement manufacture like mining/quarrying and primary crushing are accounted for in that NFR code.

4.2.1.2 Methodology

For all pollutants except black carbon, the methodology applied for emissions estimates is:

Equation 4-1: Emissions from clinker production for all pollutants except black carbon

$$Emi = AD \times EF \times 10^{-3}$$

Where:

Emi: Total emission of each pollutant (t)

AD: Clinker Production (t)

EF: Emission Factor of each pollutant (kg/t of clinker)

For black carbon, there are emission factors by fuel type (solid, liquid, gaseous, biomass). We use a weighted BC emission factor based on the annual percentage of consumption of each type of fuel. The methodology used is:

Equation 4-2: Black carbon emissions from clinker production

$$Emi_{BC} = \%\ Fuel_y \times E_{PM2.5} \times EF_y$$

Where:

Emi_{BC}: Total emission of black carbon (t) related to fuel y (liquid, solid, gaseous, biomass)

$\%\ Fuel_y$: Fuel (%) y (liquid, solid, gaseous, biomass)

$E_{PM2.5}$: Emissions of $PM_{2.5}$ (t)

EF_y: Emission Factor (kg/t of clinker) related to fuel y (liquid, solid, gaseous, biomass)

[2] There is also some production of white Portland cement, which is characterized by a lower iron and manganese constant, than grey cement, and it is used mainly for decorative purposes. There are also in Portugal smaller additional cement plants but that do not produce clinker.

[3] One calciner is a false pre-calciner.

4.2.1.3 Emission Factors

Emission factors applied are listed in the table below. Except for black carbon and cadmium, which are based on chapters 1.A.1 and 1.A.2 of the 2023 EMEP Guidebook, respectively, all other emission factors are plant specific, obtained from monitoring data. Plant-specific monitoring data from cement facilities do not cover all operations at the facilities - they include the following:

. kiln system operation (limestone decarbonizing and fuel combustion);

. pre and after-treatment (raw meal, solid fuel and cement grinding and blending).

Chapter 2.A.1 of the 2023 EMEP Guidebook only considers emissions of particulate matter from cement plants, which mainly originate from pre-and after-treatment. The Guidebook also states that emissions from the kiln are a combination of combustion and process emissions, and that the main pollutants are assumed to originate from combustion and reported in NFR 1.A.2.f. However, given that emissions of particulate matter from these operations are obtained from monitoring data from E-PRTR, which does not disaggregate process emissions from combustion emissions, they are all reported in NFR 1.A.2.f for simplicity sake.

Regarding non-kiln grinding plants used for cement manufacture, we identified two: one which terminated operation in 2010, and other still in operation which referred that particle emissions from cement grinding did not exceed 1 ton/year. Nevertheless, a quick comparison to the amounts of total national cement production obtained by cement production facilities and national statistics showed that the numbers are quite similar. Therefore, we consider that production in non-kiln grinding plants used for cement manufacture in Portugal is irrelevant.

Table 4-2: Emission Factors for Cement Production

Pollutant	Unit	Emission Factor	Source
SOx	kg/t clinker	[0.050 – 4.100]	Plant Specific (Monitoring Data)
NOx	kg/t clinker	[1.106 – 3.700]	Plant Specific (Monitoring Data)
NMVOC	kg/t clinker	[0.007 – 0.098]	Plant Specific (Monitoring Data)
NH3	kg/t clinker	[0.005 – 1.041]	Plant Specific (Monitoring Data)
PM2.5	kg/t clinker	[0.014 – 0.309]	Plant Specific (Monitoring Data)
PM10	kg/t clinker	[0.014 – 0.309]	Plant Specific (Monitoring Data)
TSP	kg/t clinker	[0.014 – 0.309]	Plant Specific (Monitoring Data)
BC	% of $PM_{2.5}$	[1.6 – 19.6]	Tables 3-2 to 3-7 Chapter 1.A.1 2023 EMEP Guidebook
CO	kg/t clinker	[0.06 – 1.80]]	Plant Specific (Monitoring Data)
Pb	kg/t clinker	[3.00×10^{-5} – 1.51×10^{-3}]	Plant Specific (Monitoring Data)
Cd	kg/t clinker	0.008	Table 3-24 of Chapter 1.A.2 of 2023 EMEP Guidebook
Hg	kg/t clinker	[1.87×10^{-6} – 2.52×10^{-5}]	Plant Specific (Monitoring Data)
As	kg/t clinker	[2.24×10^{-7} – 5.57×10^{-4}]	Plant Specific (Monitoring Data)
Cr	kg/t clinker	[1.49×10^{-5} – 1.58×10^{-3}]	Plant Specific (Monitoring Data)
Cu	kg/t clinker	[2.82×10^{-5} – 2.60×10^{-3}]	Plant Specific (Monitoring Data)
Ni	kg/t clinker	[6.38×10^{-7} – 1.88×10^{-3}]	Plant Specific (Monitoring Data)
Se	kg/t clinker	[7.50×10^{-5} – 1.00×10^{-4}]	Plant Specific (Monitoring Data)
Zn	kg/t clinker	[2.69×10^{-5} – 8.77×10^{-4}]	Plant Specific (Monitoring Data)
PCDD/PCDF	kg/t clinker	[1.64×10^{-12} – 2.38×10^{-11}]	Plant Specific (Monitoring Data)
Benzo(a)pyrene	kg/t clinker	NE	-
Benzo(b)fluoranthene	kg/t clinker	NE	-
Benzo(k)fluoranthene	kg/t clinker	NE	-
Indeno(1,2,3-cd)pyrene	kg/t clinker	NE	-
HCB	kg/t clinker	NE	-
PCBs	kg/t clinker	NE	-

4.2.1.4 Activity Data

Clinker production data was obtained directly from each facility for the whole time series and may be observed in the next figure.

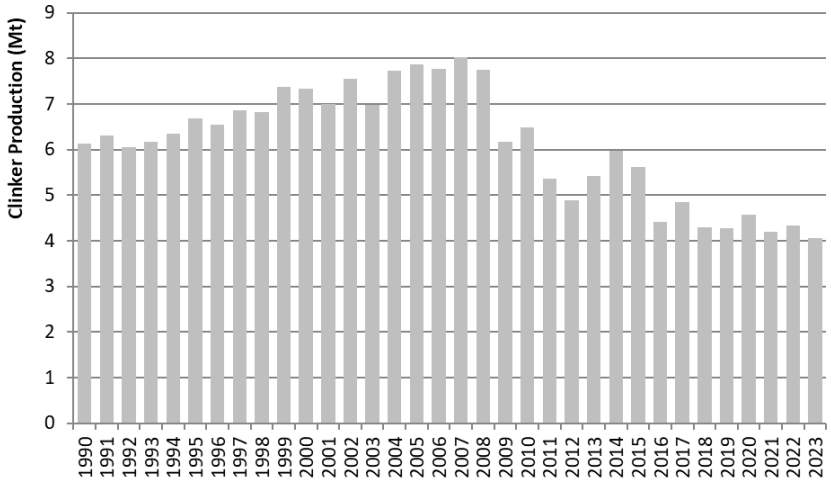

Figure 4-1: Total clinker production in Portugal

The decrease from 2008 to 2012 is due to a demand decrease in Portugal, Spain and North Africa market. From 2013 to 2014 there is an overall increase in clinker production of 0.54 Mt due to exports rise to Africa and South America. From 2015 onwards, there is a sharp decrease on clinker production, due to a contraction of external market sales, related both to supply excess in the Mediterranean area and to a consumption decrease in Africa.

4.2.1.5 Category specific QA/QC and verification

Emissions estimates were based on a bottom-up approach with collection of plant specific clinker production data, used for the inventory compilation. A comparison was made using a top-down approach based on clinker production data obtained from national production statistics (INE/IAPI) from 1992 onwards. There are slight differences using the two different approaches but, generally, data is consistent. Due to confidentiality constraints, activity data is presented as an index value related to 1992 data.

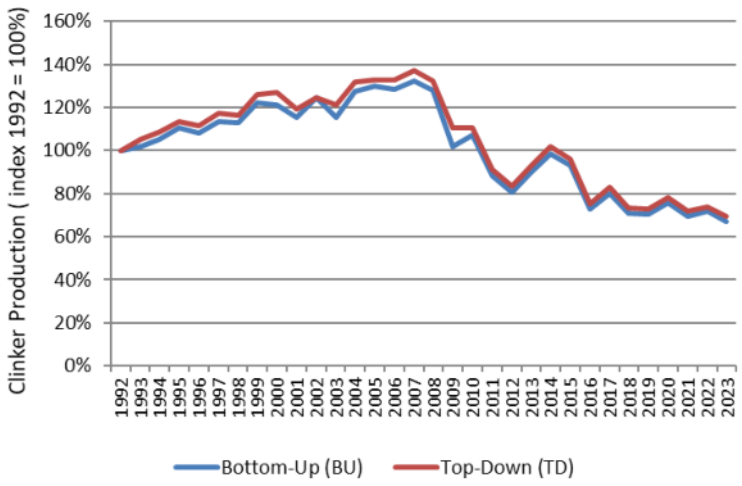

Figure 4-2: Clinker production data – comparison of approaches

4.2.1.6 Recalculations

No recalculations were made.

4.2.1.7 Further Improvements

In the future, we intend to revise plant specific emission factors based on updated monitoring data.

4.2.2 Lime Production in dedicated plants (NFR 2.A.2)

4.2.2.1 Category description

Lime is produced through calcination in a kiln, a process of thermal conversion (at temperatures at about 900-1200 Celsius degrees) of carbonate bearing materials (mostly limestone and dolomite, but aragonite, chalk, marble or sea shells could be also used) releasing carbon dioxide and leaving lime (CaO) or magnesia (MgO) as valuable products.

Lime products include several different forms:

- Quicklime or high calcium lime. A material composed of calcium oxide (CaO, it is produced by heating limestone with heavy $CaCO_3$ content (at least 50 %) to high temperatures. It is used in building, agriculture and chemical processes (manufacture of Na_2CO_3, NAOH, steel, refractory material, SO_2 absorption, CaC_2, glass, pulp and paper, sugar and ore concentration and refining). It is also used in waste and water treatment;
- Dolomite quicklime. Produced in a similar mode to quicklime but from dolomitic limestone or magnesite, rocks that contain both calcium carbonate and magnesium carbonate (MgO is usually around 30 to 45 % in content). Dolomite quicklime is a mixture of CaO and MgO;
- Calcium Hydroxide, slaked lime, dead lime, burned lime or hydrated lime: $Ca(OH)_2$ It is produced from CaO and water. When an equivalent quantity of water is used is called slaked lime, when an excess water is used is milk of lime and a clear solution of $Ca(OH)_2$ in water is limewater. It is used as an industrial alkali and in the preparation of mortar (slaked lime plus sand) which sets to solid by reconversion of the hydroxide to CaCO3 (Sharp, 1981);
- Hydraulic Lime. A mixture of calcium oxide (CaO) and silicates, it is an intermediate product between lime and cement.

There are 5 dedicated lime production plants in Portugal.

4.2.2.2 Methodology

Atmospheric emissions in lime production include particulate emissions from the calcining of the limestone/dolomite and emissions of air pollutants generated during fuel combustion in kilns. These emissions are not very significant on a global or even regional scale. However, lime works can be an important emission source of air pollutants on a local scale.

In section 3.2.2 of chapter 2.A.2 of the 2023 EMEP Guidebook, process emission factors are provided for particulate fractions only. This does not imply that there are no process emissions for other pollutants, but since it is very difficult to separate process and combustion emissions and it is expected the majority of emissions for other pollutants (NOx, SOx, NMVOC, CO, Cd, Hg and Pb) to be due to the combustion of fuels. Combustion-related emissions from lime production are addressed in the Energy sector (chapter 1.A.2) and reported in category 1.A.2.f. Emissions of other heavy metals are assumed to be negligible.

For all pollutants, the methodology applied for emissions estimates was based on a Tier 2 approach from chapter 2.A.2 of 2019 EMEP Guidebook, according to the following equation:

Equation 4-3: Emissions from lime production

$$Emi = AD \times EF \times 10^{-3}$$

Where:

Emi: Total emission of each pollutant (t)

AD: Lime Production (t)

EF: Emission Factor of each pollutant (kg/t of lime)

4.2.2.3 Emission Factors

Tier 2 – uncontrolled - emission factors applied were taken from Table 3.2 of chapter 2.A.2 of 2023 EMEP Guidebook and are listed in the table below:

Table 4-3: Emission Factors for lime production in dedicated plants

Pollutant	Unit	Emission Factor
TSP	kg/t lime	9
PM10	kg/t lime	3.5
PM2.5	kg/t lime	0.7
BC	% of $PM_{2.5}$	0.46

4.2.2.4 Activity Data

National lime production was collected from National Statistics (INE) IAPI industrial survey for the period 1990 to 2009. From 2010 onwards, lime production was collected from E-PRTR.

In order to ensure time series consistency of the activity data used, we collected national lime production from National Statistics for the whole time series and compared it with lime production collected from the E-PRTR (figure below). However, from E-PRTR source, we only have access to lime production data from 2010 onwards. We contacted the facilities in order to provide us lime production data for the missing years (1990-2009), however, quite many of them no longer possess those data due to company restructuration or human resources allocation.

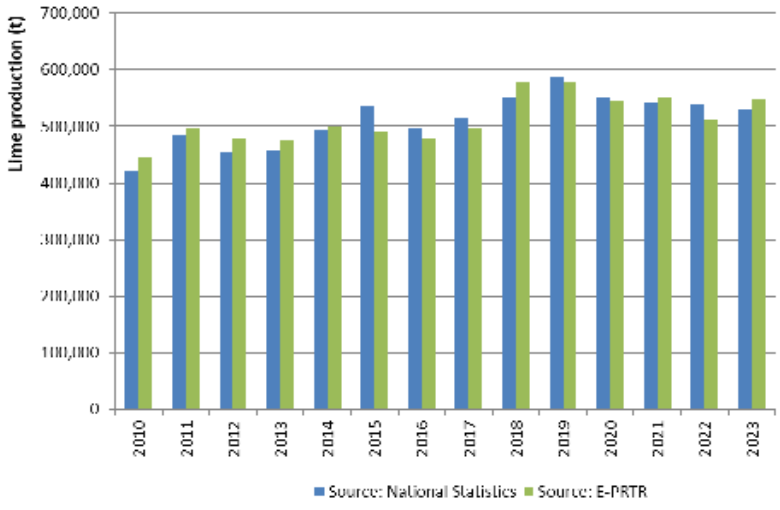

Figure 4-3: Lime production from different sources

Given the relative consistency between the two sets of data, we decided to use:

. from 1990 to 2009 - Lime production from National Statistics (INE) IAPI industrial survey;

. from 2010 onwards - Lime production from E-PRTR.

From 1990 to we decided to use lime production data by type of lime from INE rather than use an approximate value obtained from a splicing technique. Moreover, there is no consistent plant specific lime production data for that period.

From 2010 onwards, for each lime production plant, it was gathered information on lime production by type of lime, based on E-PRTR.

Lime production is presented in the figure below for the whole time series.

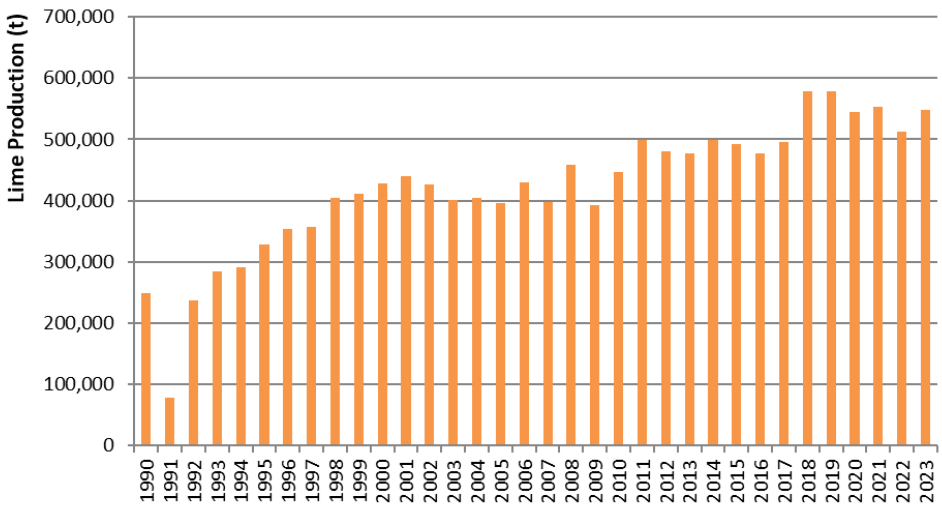

Figure 4-4: Lime production

In the end of the second quarter of 2008, one facility terminated operation, hence the significant decrease in lime production from 2008 to 2009.

In the end of the first quarter of 2017, a new facility began operating, however, it was on a pilot phase and, therefore, working intermittently. Formally, this facility only started fully operating in early 2018, hence the increase in lime production from 2017 to 2018.

4.2.2.5 Category specific QA/QC and verification

Emissions estimates were based on a bottom-up approach with collection of plant specific lime production data. A comparison was made using a top-down approach based on lime production data obtained from national production statistics (IAPI). We only present data from 2010 onwards given the significant lack of plant specific lime production data from 1990 to 2009. Upon contact, several facilities responded that they did not possess such old data due to company restructuration or human resources allocation. As presented in the figure below, from 2010 onwards there are slight differences using the two approaches but, generally, data is consistent. Due to confidentiality constraints, activity data is presented as an index value related to 2007 data.

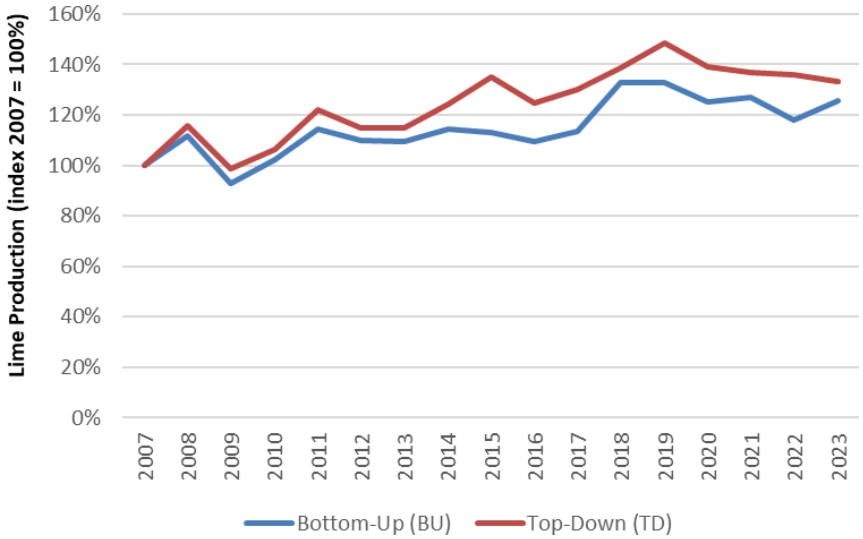

Figure 4-5: Lime production in dedicated plants – comparison of approaches

Following QA/QC procedures to the sector, lime production data from 1990 to 2009 was updated to values from National Statistics (INE), in order to improve time series consistency. This update affects particulate emissions estimates.

Further QA/QC procedures to the sector identified a compilation error regarding 1991 total lime production data.

These updates affect particulate and black carbon emissions estimates.

4.2.2.6 Recalculations

Recalculations resulted from a correction in a compilation error regarding 1991 total lime production data.

4.2.2.7 Further Improvements

In the future, we intend to work with monitoring data in order to apply plant specific emission factors.

4.2.3 Lime Production in Iron and Steel (CRF 2.A.2)

4.2.3.1 Category description

Besides the production of lime in the lime industry to furnish market requirements, lime is also produced and consumed inside industrial sectors. That is the case of iron and steel production, whereas emissions from this activity are also reported in this source category. There are two iron and steel facilities in Portugal. One of the facilities has always purchased lime from national lime dedicated plants, whose emissions are accounted for in chapter 4.2.2, above. From 1990-2001, only one iron and steel facility produced lime as a non-marketed intermediate product, to consume internally in its kilns. Those emissions are addressed in this chapter. More information is provided in chapter 4.4.1 – Iron and Steel Production (2.C.1).

4.2.3.2 Methodology

For all pollutants except black carbon, the methodology applied for emissions estimates was based on a Tier 2 approach from chapter 2.A.2 of 2019 EMEP Guidebook, according to the following equation:

Equation 4-4: Emissions from lime production

$$Emi = AD \times EF \times 10^{-3}$$

Where:

Emi: Total emission of each pollutant (t)

AD: Lime Production (t)

EF: Emission Factor of each pollutant (kg/t of lime)

4.2.3.3 Emission Factors

Tier 2 – uncontrolled - emission factors applied were taken from Table 3.2 of chapter 2.A.2 of 2019 EMEP Guidebook and are listed in the table below:

Table 4-4: Emission Factors for lime production in Iron and Steel

Pollutant	Unit	Emission Factor
TSP	kg/t lime	9
PM10	kg/t lime	3.5
PM2.5	kg/t lime	0.7
BC	% of $PM_{2.5}$	0.46

4.2.3.4 Activity Data

Lime production data in the iron and steel industry was available from information received from the industry for the period 1991-1994.

Regarding the missing years of lime production data, upon a new contact, the integrated iron and steel facility indicated that does not possess such information due to company restructuration in 2001 and consequent loss of old data. Therefore, we will continue to consider that in the period 1990-2001, all limestone/dolomite were used for lime production and that there were no other uses for limestone/dolomite in the iron and steel facility.

Given there is no available lime production data for 1995-2001, the splicing technique "overlap" (section 5.3.1.1 of the 2006 IPCC Guidelines) was used in order to estimate lime production for the missing years, using as surrogate data total steel production series:

Equation 4-5: Lime production estimated for 1990 and 1995-2001

$$Lime\ Prod_y = Steel\ Prod_y \times \frac{\text{Lime } Prod_{1991-1994}}{Steel\ Prod_{1991-1994}}$$

Where:

Lime $Prod_y$: Lime production in year y (t)

Steel $Prod_y$: Total steel production in year y (t)

Lime $Prod_{1991\text{-}1994}$: Average lime production in period 1991-1994 (t)

Steel $production_{1991\text{-}1994}$: Average total steel production in period 1991-1994 (t)

In order to ensure time series consistency between the two data sets, lime production for the period 1995-2001 and 1990 (Lime $Prod_y$) was based on the ratio between the average steel production in the period 1991-1994 and the average lime production in the period 1991-1994.

Steel production from BOF (Basic Oxygen Furnace) data in the period 1990-2001 was obtained from the facility. The rationale used to choose this dataset was that, as an integrated iron and steel facility, the close relationship between intermediate products and steel produced from BOF is notorious, since their production is intrinsically related to the final amount of steel produced. Therefore, we opted to use steel production as proxy instead of fuel consumption.

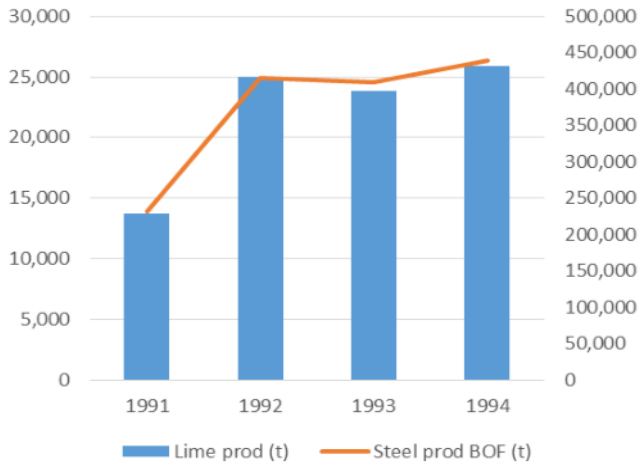

Figure 4-6: Lime production and steel production from BOF in Iron and Steel

For the 1995-2001 and 1990 data overlap, we decided to fix the data used as the average of the period 1991-2004, given it is the only available data.

All lime produced in that iron and steel plant was high calcium lime (no production of hydrated lime) and can be observed in the figure below.

In 2002, the iron and steel facility terminated internal lime production and the lime production line became an independent lime dedicated plant, accounted and reported in chapter 4.2.2.

From 2002 onwards, lime used in iron and steel facilities comes from national lime production, which is accounted for in 2.A.2, chapter 4.2.2 above (Lime production in dedicated plants).

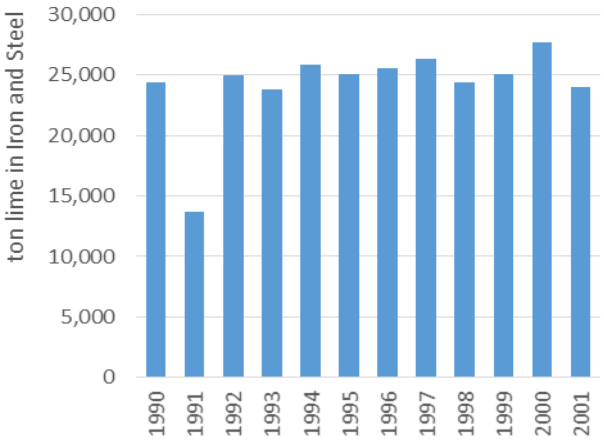

Figure 4-7: Lime production in Iron and Steel

4.2.3.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.2.3.6 Recalculations

No recalculations were made.

4.2.3.7 Further Improvements

No further improvements are planned.

4.2.4 Glass Production (NFR 2.A.3)

4.2.4.1 Category description

Glass is normally made from sand, limestone, soda ash, and possibly recycled broken glass (cullet). It is made submitting these materials to a high temperature which are thereafter made solid without crystallization (semi-solid state).

Glass involves carbon dioxide emissions, from decarbonizing of limestone and carbonate materials under high temperature conditions. Carbonate materials vary with the desired product and comprehend typically limestone, dolomite, soda ash (sodium carbonate) and other carbonate compounds of potassium, barium or strontium.

Combustion emissions from glass production were already considered in source sector 1.A.2, estimated from fuel consumption data or production data. Some anthracite coal is used also as additive in glass production. However, because the consumption of this material is already considered in the energy balance, to avoid double counting of emissions from coal use are not considered here[4].

National glass production is essentially made up of the glass segments of packaging, flat glass and domestic glass, differing from the verified in the European Union (EU15) as the production of glass fibers, special glasses and high-tech products for very specific activities (optics, electronics and chemistry).

4.2.4.2 Methodology

For all pollutants except black carbon, the methodology applied for emissions estimates was:

Equation 4-6: Emissions from glass production

$$Emission_{(x,y)} = EF_{(x,y)} * Glass_{PROD,y} * 10^{-3}$$

Where:

$Emission_{(t,y)}$: Annual emission of pollutant x from production of specific glass type y (t)

$EF_{(x,y)}$: Emission factor of pollutant x from production of specific glass y (kg_x/t_y)

$Glass_{PROD,Y}$: Production of specific glass y (t)

[4] They were not used to derive the country specific emission factors for instance.

4.2.4.3 Emission Factors

Combustion emission factors (reported in category 1.A.2.f) presented in the table below were taken from USEPA AP-42 – Chapter 11.15 – Table 11.15-2 (VOC emission factor).

Process emission factors (reported in category 2.A.3) were taken from Tables 3.2, 3.3 and 3.6 respectively for flat, container and lead crystal glass production of chapter 2.A.3 from 2019 EMEP Guidelines.

Table 4-5: Emission Factors considered

Parameter	Unit	Reported in NFR sector	Flat Glass	Container Glass	Crystal Glass
NMVOC	kg/t Glass	1 A 2 f	0.1	4.5	4.7
SOx	kg/t Glass	1 A 2 f	1.5	1.7	2.8
NOx	kg/t Glass	1 A 2 f	4.0	3.1	4.3
CO	kg/t Glass	1 A 2 f	0.1	0.1	0.1
TSP	g/t Glass	2 A 3	130	280	10
PM_{10}	g/t Glass	2 A 3	120	250	9
$PM_{2.5}$	g/t Glass	2 A 3	100	220	8
BC	% of $PM_{2.5}$	2 A 3	0.062	0.062	0.062
Pb	g/t Glass	2 A 3	0.4	2.9	10
Cd	g/t Glass	2 A 3	0.068	0.12	-
Hg	g/t Glass	2 A 3	0.003	NE	NE
As	g/t Glass	2 A 3	0.08	0.29	-
Cr	g/t Glass	2 A 3	0.08	0.37	-
Cu	g/t Glass	2 A 3	0.007	NE	NE
Ni	g/t Glass	2 A 3	0.74	0.24	-
Se	g/t Glass	2 A 3	0.15	1.5	-
Zn	g/t Glass	2 A 3	0.37	NE	NE

NMVOC, NOx and CO emissions are assumed to be generated from combustion activities and, therefore, reported in NFR sector 1.A.2.f. SOx emissions, although also emitted from the glass industry process, are also reported under chapter 1.A.2.f in order to avoid the risk of double counting of emissions as much as possible, according to the guidance of 2023 EMEP Guidebook. All other pollutants are reported in NFR sector 2.A.3.

4.2.4.4 Activity Data

We don't use data from INE because not all products are reported in weight, but instead are measured in area-units (m^2) or number of produced pieces.

Data on container glass production was obtained from AIVECERV/CTCV (Container Glass National Association).

Flat Glass production data was obtained from the only industrial unit in Portugal. From 2009 onwards there is no Flat Glass production in Portugal.

Crystal Glass production data was obtained from AIC (Crystal Glass National Association).

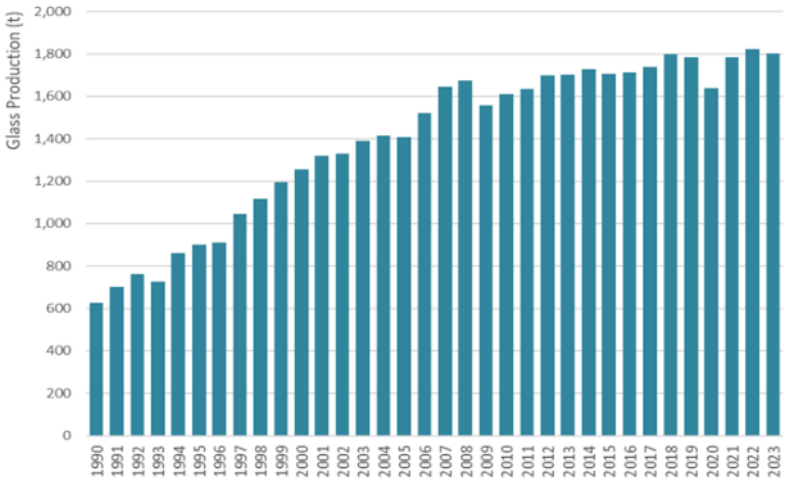

Figure 4-8: Glass production

Due to confidentiality constraints concerning flat glass data (there was only one facility in Portugal until 2009), we don't present glass production data by glass type.

Cullet incorporation is not directly included in the estimates. However, the increase of cullet incorporation leads to a decrease in other raw materials consumption, as could be observed in years 2010 and 2011. Cullet incorporation ratio by type of glass can be checked in the figure below.

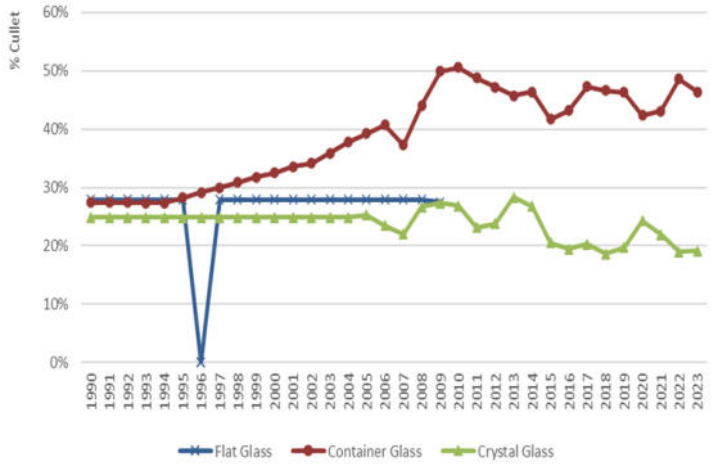

Figure 4-9: Cullet incorporation by type of glass

4.2.4.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

Following QA/QC procedures to the sector, the Party identified a compilation error related to 2018 glass production data. Therefore, the Party collected 2018 glass production data from EU-ETS facilities and revised the value.

4.2.4.6 Recalculations

No recalculations were made.

4.2.4.7 Further Improvements

No further improvements are planned.

4.2.5 Glass Wool Production (NFR 2.A.3)

4.2.5.1 Category description

Glass wool is a category of mineral wool, where the production process is similar to glass making, already addressed in the previous chapter.

Glass wool production began being reported, as one facility entered in operation in 2019. Glass wool from this facility is produced from sand, sodium carbonate and recycled broken glass (cullet), submitting these materials to a high temperature, causing them to melt and then spun into fibres and mixed with organic resin before curing into products.

Glass wool products usually contain a proportion of phenol-resin-based binder. The binder solution is applied to the fibres in the forming area and is cross-linked and dried in the curing oven. The forming area waste gas will contain particulate matter, phenol, formaldehyde and ammonia. The particulate matter consists of both organic and inorganic material, often with a very small particle size. Lower levels of VOC and amines may also be detected if they are included in the binder system.

This chapter estimates emissions from both melting and after melting treatment regarding glass wool production, according to the 2019 EMEP Guidelines.

4.2.5.2 Methodology

For all pollutants except black carbon, the methodology applied for emissions estimates was:

Equation 4-7: Emissions from glass wool production

$$Emission_{(x)} = Glass_{PROD} \times EF_{(x)} \times (1-\eta_{abat}) \times 10^{-6}$$

Where:

$Emission_{(x)}$: Annual emission of pollutant x from glass wool production (t)

$Glass_{PROD}$: Glass wool production (t)

$EF_{(x)}$: Emission factor of pollutant x from glass wool production (g_x/t)

η_{abat} : Abatement efficiency (%)

4.2.5.3 Emission Factors

Tier 2 emission factors applied for melting and the after melting treatment were taken from Table 3.5 of chapter 2.A.3 from 2019 EMEP Guidelines and are listed in the table below.

Table 4-6: Emission Factors considered

Parameter	Unit	EF
NMVOC	g/t Glass	500
NH_3	g/t Glass	1400
TSP	g/t Glass	670
PM_{10}	g/t Glass	590
$PM_{2.5}$	g/t Glass	520
BC	% of $PM_{2.5}$	2

Abatement efficiencies considered for melting and the after melting treatment were taken directly from the facility's environmental permit, since there is no specific information for Glass Wool production in chapter 2.A.3 from 2019 EMEP Guidelines. Abatement efficiencies applied are listed in the table below.

Table 4-7: Abatement efficiencies considered

Abatement technology	Parameter	Unit	Efficiency
Wet scrubber	NMVOC	%	80
Wet scrubber	NH_3	%	80
Wet scrubber	TSP	%	95
Wet scrubber + Fabric filter	PM_{10}	%	95
Wet scrubber + Fabric filter	$PM_{2.5}$	%	95
Wet scrubber + Fabric filter	BC	% of $PM_{2.5}$	-

4.2.5.4 Activity Data

Glass wool production data was obtained directly from the facility and the Environmental Annual Reports.

Due to confidentiality constraints (there is only one facility in Portugal), we don't present glass wool production data.

4.2.5.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.2.5.6 Recalculations

No recalculations were made.

4.2.5.7 Further Improvements

No further improvements are planned.

4.2.6 Quarrying and mining of minerals other than coal (NFR 2.A.5.a)

4.2.6.1 Category description

The quarrying and mining of minerals other than coal constitute a relevant source of particulate matter emissions (TSP, PM_{10} and $PM_{2.5}$). These minerals are divided into the following major categories, according to their composition and use:

- Minerals and Ornamental Rocks
    - Industrial Minerals (Clay, sand and kaolin);
    - Minerals for Cement and Lime Production (Limestone, dolomite);
    - Ornamental Rocks (Granite, Marble, Limestone, stone for soothing and rustic stone);
    - Metallic Minerals (Copper, Zinc, Lead, Tungsten and Tin);
- Aggregates
    - Crushed Rock;
    - Sand and Gravel;
    - Recycled Aggregates.

In Portugal, the use of recycled aggregates as a substitute for natural aggregates in the production of concrete and mortar is practically non-existent, thus, we considered no production of this type of aggregate.

4.2.6.2 Methodology

Minerals and Ornamental Rocks

Regarding Minerals and Ornamental Rocks, particulate matter emissions are estimated based on a Tier 1 methodology, according to chapter 2.A.5.a from 2019 EMEP guidebook:

Equation 4-8: Particulate matter emissions from quarrying and mining of Minerals and Ornamental Rocks

$$Emission = AR \times EF \times 10^{-6}$$

Where:

Emission: Particulate matter emissions (t)

AR: Production data for quarrying/mining of Minerals and Ornamental Rocks (t)

EF: Emission factor (g/t)

Aggregates

Particulate matter emissions from aggregates are estimated according to a Tier 2 methodology from the 2019 EMEP Guidebook. For that matter, we based our estimates in the 2.A.5.a Quarrying and mining calculation model spreadsheet provided (https://www.eea.europa.eu/publications/emep-eea-guidebook-2019/part-b-sectoral-guidance-chapters/2-industrial-processes/2-a-mineral-products/2-a-5-a-quarrying-1/view). This calculation model aims to estimate particulate matter emissions to produce aggregate. Other types of quarries, for instance to produce blocks of marble or granite, are not considered by this approach.

Concerning the calculation model, the methodologies used to calculate the emission factors for each step and for each category of quarries are presented in the spreadsheet and are mainly based on the AP42 (US EPA) methodology.

4.2.6.3 Emission Factors

Minerals and Ornamental Rocks

Tier 1 emission factors for Minerals and Ornamental Rocks were taken from Table 3.1 from chapter "2.A.5.a Quarrying and mining of minerals other than coal" of the 2019 EMEP Guidebook and are listed below:

Table 4-8: Tier 1 Emission Factors for Minerals and Ornamental Rocks

Parameter	Unit	EF
TSP	g/t	102
PM_{10}	g/t	50
$PM_{2.5}$	g/t	5

Aggregates

Tier 2 emission factors considered for Aggregates were provided by the 2019 EMEP model spreadsheet.

Tier 2 implied emission factors for Aggregates calculated by the 2019 EMEP model spreadsheet are listed below.

Table 4-9: Tier 2 implied emission factors for Aggregates

Parameter	Mineral type	Unit	TSP	PM10	PM2.5
Large quarries	Crushed rock	g/t	45.74	16.83	3.00
Medium quarries	Crushed rock	g/t	96.86	32.13	4.79
Small quarries	Crushed rock	g/t	98.19	33.03	5.83
Large quarries	Sand & Gravel	g/t	17.65	6.80	1.52
Medium quarries	Sand & Gravel	g/t	18.30	6.89	1.51
Small quarries	Sand & Gravel	g/t	15.75	6.28	1.62

Abatement technologies

Due to lack of data regarding abatement techniques regarding quarrying activities occurring in the country, we considered the following:

. from 2010 onwards, with no available information regarding abatement techniques in place in the country or their penetration rate, we considered the default information provided in the 2019 EMEP Guidebook calculation model spreadsheet, as they probably better reflect european circumstances;

. from 1990 to 1999, period during which national legislation on quarries and mines took the first steps, mostly regarding prospection, research and exploitation activities of geological resources, no specific air quality controls were considered. Therefore, expert judgement based on default values of the calculation model spreadsheet was used in order to adjust the penetration of the abatement techniques to national circumstances. Generally, we assumed a percentage rate of abatement techniques of about 50% of the percentage suggested by the 2019 EMEP Guidebook calculation model spreadsheet;

. from 2000 to 2009, with no available information regarding abatement techniques in place in the country or their penetration rate, but with the growing global environmental awareness, further research was made on air quality legislation in place. During this period several legal instruments were published. From 2000 onwards, it became mandatory that public and private projects likely to have significant effects on the environment, such as open pit or underground extraction in quarries and mines, be subjected to the Legal framework for Environmental Impact Assessment (EIA). Therefore, from 2000 to 2009 we assumed a linear growing trend between 1999 and 2010 abatement efficiencies'penetration rates.

4.2.6.4 Activity Data

General production data on quarrying and mining of minerals was obtained for the major categories above mentioned (Minerals and Ornamental Rocks and Aggregates), according to their composition and use and is presented in the figures below. From 2000 onwards, this information was collected from Geology and Energy National Authority (DGEG). From 1990-1999, data was collected from national statistics'office (INE).

In Portugal, the use of recycled aggregates as a substitute for natural aggregates in the production of concrete and mortar is practically non-existent, thus, we considered no production of this type of aggregate (Source: http://www.apeb.pt/Docs/Betao46.pdf).

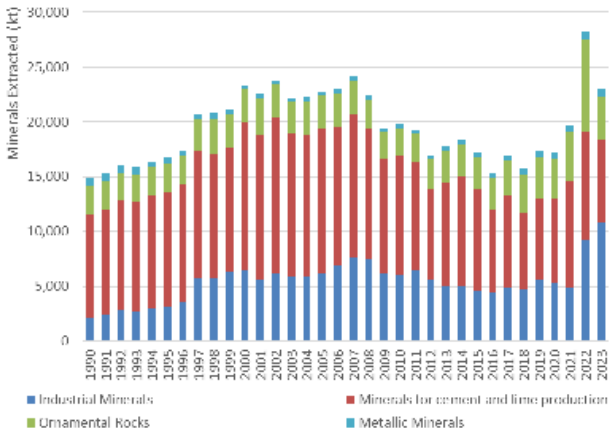

Figure 4-10: Minerals and Ornamental Rocks extratec

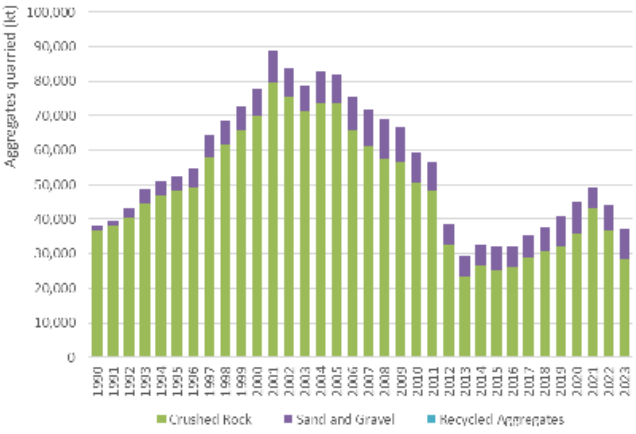

Figure 4-11: Aggregates quarried

In order to use the 2.A.5.a Quarrying and mining calculation model spreadsheet provided for aggregates, other input data was necessary. From 2001-2005 and from 2008 onwards, the number of quarries in activity considering the nature of deposit (Crushed Rock, Sand & Gravel and Recycled Aggregates) was obtained from DGEG. Information for missing years was interpolated based on existing data from 2001-2005 and from 2008 onwards. Number of quarries in activity considering the nature of deposit is presented below.

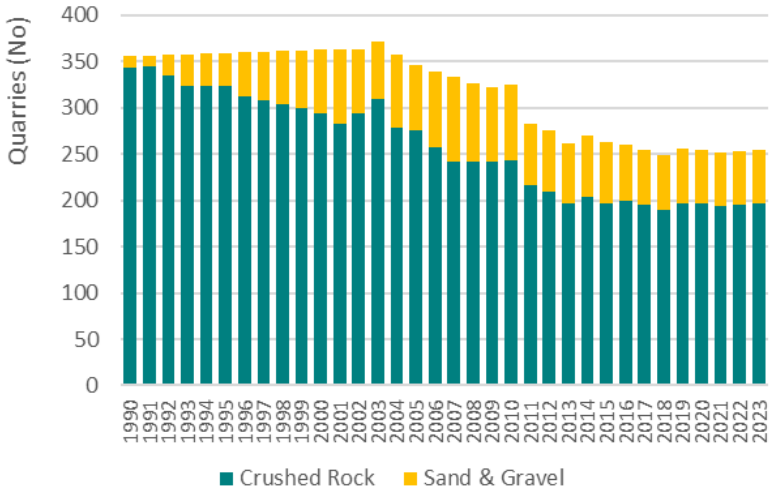

Figure 4-12: Number of quarries in activity, by type of aggregate

Further input data regarding quarries'size distribution was necessary in order to disaggregate quarries into 9 categories depending on the nature of the deposit (Crushed Rock, Sand & Gravel and Recycled Aggregates) and their size:

. Large quarries (Production ≥ 500 kt);

. Medium quarries (100 kt ≤ Production < 500 kt);

. Small quarries (Production < 100 kt).

Due to lack of national data, we used Sand & Gravel default information provided in the 2019 EMEP Guidebook calculation model spreadsheet, obtained from the French inventory. Regarding Crushed Rock, size distribution data was only available for year 2019 from DGEG, therefore we used that information for the period 2001 onwards. 1990s'size distribution data was available from INE, therefore information for 1991-2000 was interpolated based on existing data.

1. Drilling and blasting

This step is only required for crushed rock. Due to the unavailability of disaggregated data at national level regarding drilling and blasting (Average surface of a hole/blast, Average height of a hole, Density, etc.), we used the default information provided in the 2019 EMEP Guidebook calculation model spreadsheet.

2. Material processing

This step involves crushing, screening and transfer points in order to produce increasingly finer grains. General production data relating to this step has already been addressed above. Due to the unavailability of disaggregated data at national level regarding flow per equipment distribution according to nature and size of the quarry (primary, secondary or terciary crushing), we used the default information provided in the 2019 EMEP Guidebook calculation model spreadsheet. Also, as assumed in the calculation model spreadsheet, we considered there is no wet processing of material in quarries.

3. Internal transport

Particulate matter emissions from internal transport include the particles emitted by dumpers when they travel on paved and unpaved roads inside the quarries. Due to the unavailability of disaggregated data at national level regarding internal transport (average vehicles weight, surface material silt content, etc.), expert judgement based on default values of the calculation model spreadsheet was used in order to estimate the distance travelled by dumpers in paved/unpaved roads, for each type of quarry.

4. Material handling operations and Stockpiles

Particulate matter emissions from these steps include loading and unloading by dumpers in and out of the stockpiles, as well as the effect of wind erosion in uncovered stockpiles. Due to the unavailability of disaggregated data at national level regarding this step, we used the default information provided in the 2019 EMEP Guidebook calculation model spreadsheet.

Figure 4-13: Quarrying and mining of minerals other than coal

4.2.6.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

Following QA/QC procedures to the sector, the Party revised 2019-2022 activity data according to National Extractive Industry Production Statistics.

4.2.6.6 Recalculations

Following QA/QC procedures to the sector, the Party revised 2019-2022 activity data according to National Extractive Industry Production Statistics.

4.2.6.7 Further Improvements

We intend to continue efforts in obtaining more consistent data on quarrying of aggregates, in order to better reflect national circumstances in the 2.A.5.a Quarrying and mining calculation model spreadsheet provided by the 2019 EMEP Guidebook.

4.2.7 Construction and Demolition (NFR 2.A.5.b)

4.2.7.1 Category description

The construction of infrastructures and buildings constitutes a relevant source of fugitive particulate matter emissions. These activities may emit other pollutants as well, such as NO_x, soot, CO_2 and NMVOC. All combustion and product use emissions are estimated in NFR 1.A.2.g.viii. This chapter only considers fugitive particulate matter emissions (TSP, PM_{10} and $PM_{2.5}$).

4.2.7.2 Methodology

We use a Tier 1 methodology to estimate particulate matter emissions, as proposed in chapter "2.A.5.b Construction and demolition" from EMEP/EEA guidebook 2016:

Equation 4-9: Particulate matter emissions

$$Emission = AD \times A_{affected} \times \frac{EF}{1000} \times d \times (1 - CE) \times \frac{24}{PE} \times \frac{S}{9\%}$$

Where:

Emission: Particulate matter emissions (t)

AD: Activity data (n. º)

$A_{affected}$: Area affected by construction activity (m^2)

EF: Emission factor (kg/[m^2.year])

d: Duration of construction (year)

CE: Efficiency of emission control measures (dimensionless)

PE: Thornthwaite precipitation-evaporation index (dimensionless)

S: Soil silt content (%)

4.2.7.3 Emission Factors

The following emission factors were considered in the estimates:

Table 4-10: Emission Factors

Source Category	Parameter	Unit	EF	Source
Construction of houses and apartments	TSP	Kg/[m^2.year]	1	EMEP/EEA guidebook 2016, Volume "2.A.5.b Construction and demolition", table 3.2
	PM_{10}	Kg/[m^2.year]	0.3	EMEP/EEA guidebook 2016, Volume "2.A.5.b Construction and demolition", table 3.2
	$PM_{2.5}$	Kg/[m^2.year]	0.03	EMEP/EEA guidebook 2016, Volume "2.A.5.b Construction and demolition", table 3.2
Non-residential construction	TSP	Kg/[m^2.year]	3.3	EMEP/EEA guidebook 2016, Volume "2.A.5.b Construction and demolition", table 3.3
	PM_{10}	Kg/[m^2.year]	1	EMEP/EEA guidebook 2016, Volume "2.A.5.b Construction and demolition", table 3.3
	$PM_{2.5}$	Kg/[m^2.year]	0.1	EMEP/EEA guidebook 2016, Volume "2.A.5.b Construction and demolition", table 3.3
Road construction	TSP	Kg/[m^2.year]	7.7	EMEP/EEA guidebook 2016, Volume "2.A.5.b Construction and demolition", table 3.4
	PM_{10}	Kg/[m^2.year]	2.3	EMEP/EEA guidebook 2016, Volume "2.A.5.b Construction and demolition", table 3.4
	$PM_{2.5}$	Kg/[m^2.year]	0.23	EMEP/EEA guidebook 2016, Volume "2.A.5.b Construction and demolition", table 3.4

Table 4-11: Affected Area (m^2)

Source Category	Footprint Area (m^2)	Conversion factor	Affected Area (m^2)	Source
Construction of houses and apartments	106.06	1.6	169.70	National construction statistics
Non-residential construction	575.21	1.25	719.01	National construction statistics
Road construction	-	-	36000 m^2/km road	EMEP/EEA guidebook 2016, Volume "2.A.5.b Construction and demolition", page 12

Table 4-12: Duration of construction (year)

Source Category	Duration of construction (year)	Source
Construction of houses and apartments	0.625	EMEP/EEA guidebook 2016, Volume "2.A.5.b Construction and demolition", page 8
Non-residential construction	0.83	EMEP/EEA guidebook 2016, Volume "2.A.5.b Construction and demolition", page 8
Road construction	1	EMEP/EEA guidebook 2016, Volume "2.A.5.b Construction and demolition", page 8

Table 4-13: Control Efficiency

Source Category	Control Efficiency	Source
Construction of houses and apartments	0	EMEP/EEA guidebook 2016, Volume "2.A.5.b Construction and demolition", pages 8-9
Non-residential construction	0.5	EMEP/EEA guidebook 2016, Volume "2.A.5.b Construction and demolition", pages 8-9
Road construction	0.5	EMEP/EEA guidebook 2016, Volume "2.A.5.b Construction and demolition", pages 8-9

The Thornthwaite precipitation-evaporation index (PE=53.56) was estimated based on the monthly precipitation (Pi) and mean temperature (Ti) of Lisbon for the period 1981-2010, according to:

Equation 4-10: Thornthwaite precipitation-evaporation index

$$PE\ index = 3.16 \times \sum_{i=1}^{12} \left(\frac{P_i}{1.8 \times T_i + 22}\right)^{\frac{10}{9}}$$

The soil silt content (S) was considered equal to 20%, as assumed for Germany (EMEP/EEA guidebook 2016, Volume "2.A.5.b Construction and demolition", page 10).

4.2.7.4 Activity Data

From 2003 onwards, data on the number of new houses/apartments constructed and non-residential construction for each year was obtained from INE. In the period 1990-2002, data was estimated based on the average 2003-2007 values and on GDP trend, also from INE. Activity data is represented in the figures below.

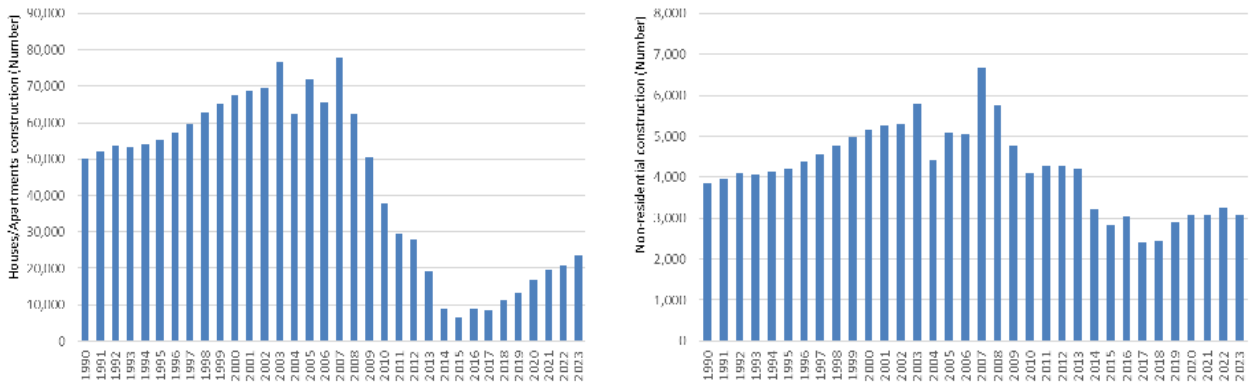

Figure 4-14: Houses/apartments construction and non-residential construction

The figure below presents the national road extension (left axis) and the extension of new roads constructed (right axis).

The extension of new roads constructed each year was estimated based on the evolution of the extension of national roads, obtained from INE and the Institute of Mobility and Transport (IMT). In the period 1991-1994 the data was estimated based on the interpolation of 1990 and 1995 total road extension data.

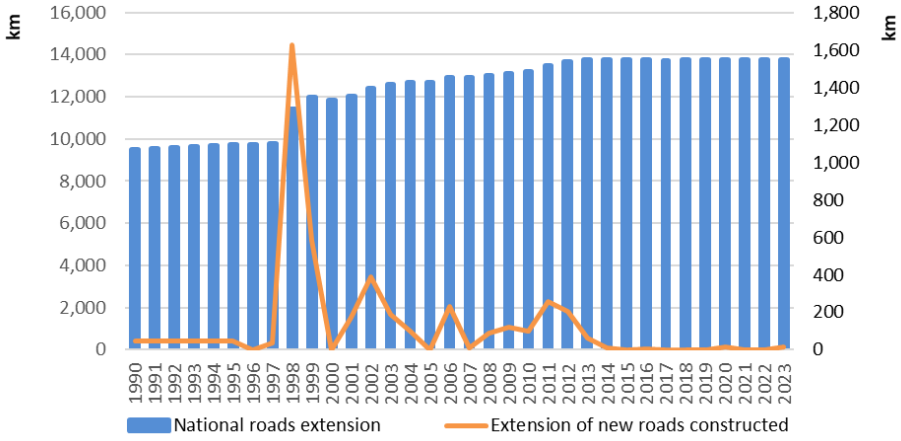

Figure 4-15: Roads construction

Following a request from the inventory team, in 2019 submission INE and IMT revised the national series regarding the annual construction of new roads in the period 2009-onwards.

In the period 1990-2008 data was also revised based on thorough research in INE database.

Concerning the figure above, the high increase in road construction in years 1998 and 1999 is due to the opening of the *1998 Lisbon World Exposition*, a World Trade Fair which brought massive investment to Portugal´s infrastructure at many levels, namely, road infrastructure.

4.2.7.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.2.7.6 Recalculations

2022 data on the number of new houses/apartments constructed and non-residential construction was revised by INE. 2016-2022 data on highways extension was revised by PORDATA.

4.2.7.7 Further Improvements

We intend to contact national authorities in order to obtain better estimates on houses/apartments and non-residential construction for the period 1990-2002.

Following the 2022 NECD Review, Portugal agrees that using a Tier 1 method for a key category is not best practice and intends to plan improvement work on activity data for housing and non-residential construction.

Although there is no Tier 2 method defined in the 2019 EMEP Guidebook, the use of a higher tier method could be possible if Tier 3 elements of the Guidebook were adopted, based on US EPA (2011): "AP-42, Compilation of Air Pollutant Emission Factors". Further analysis to the methodology provided by US EPA with AP-42 showed the importance of possessing relatively disaggregated activity data in order to move to a Tier 3 methodology for this category. At the moment, the inventory team does not possess such information at national level and foresees that obtaining it will require a great amount of time and several contacts with sectoral authorities in the matter. Therefore, for the time being, Portugal is unable to apply a higher tier methodology. However, considering that this is a key category, we intend to engage contacts in order to assess the information available in the country, and further evaluate the possibility of moving to a higher tier. We hope to report on the progress in future submissions.

4.2.8 Storage, handling and transport of mineral products (NFR 2.A.5.c)

4.2.8.1 Category description

This chapter addresses emissions from storage, handling and transport of mineral products. These activities result mainly in emissions of particulates (TSP, PM_{10} and $PM_{2.5}$).

4.2.8.2 Methodology

We use a Tier 2 methodology (uncontrolled) to estimate separate particulate matter emissions from storage, handling and transport of mineral products, as proposed in chapter "2.A.5.c Storage, handling and transport of mineral products" from the 2019 EMEP guidebook:

Equation 4-11: Particulate matter emissions

$$Emission = AR \times EF \times 1 \times 10^{-6}$$

Where:

Emission: Particulate matter emissions (t)

AR: Activity rate for storage, handling and transport of mineral products (t)

EF: Emission factor (g/t)

4.2.8.3 Emission Factors

The following emission factors were taken from Table 3.4 of chapter "2.A.5.c Storage, handling and transport of mineral products" of c the 2019 EMEP guidebook:

Table 4-14: Emission Factors considered

Technologies/ Practices	Parameter	Unit	EF
Handling - Uncontrolled	TSP	g/t	12
	PM_{10}	g/t	6
	$PM_{2.5}$	g/t	0.6

4.2.8.4 Activity Data

We assumed that the amount of minerals stored, handled and transported is equal to the sum of minerals extracted (quarried and mined) and minerals imported (minerals exported are also stored, handled and transported in the national territory).

At present, only handling related emissions are considered in the inventory due to lack of AD on storage related emissions (storage areas).

Data series regarding minerals extracted (quarried and mined) is taken from category 2.A.5.a, obtained from DGEG.

From 1995 onwards, data on imports was obtained from EUROSTAT. From 1990 to 1994, data on imports was based on 1995 imports value and on 1990-1994 data on minerals extracted.

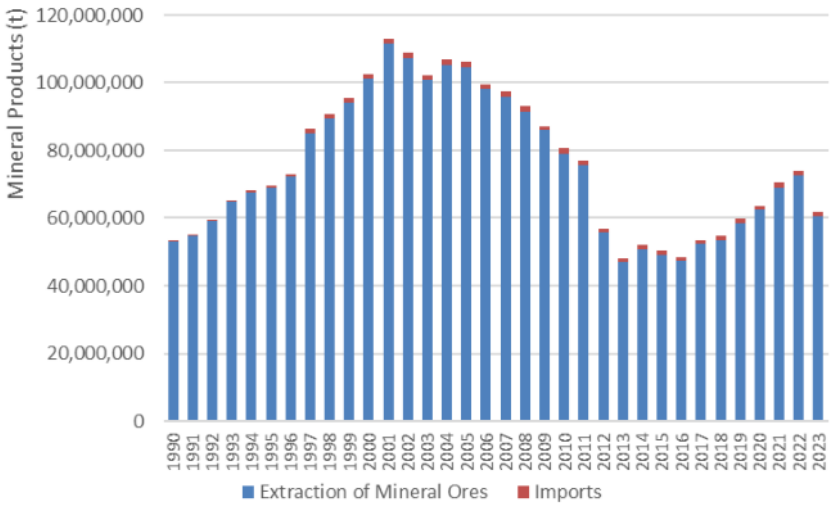

Figure 4-16: Mineral products stored, handled and transported

4.2.8.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.2.8.6 Recalculations

Recalculations resulted from the update in 2019-2022 activity data on sub-category 2.A.5.a Quarrying and Mining, according to National Extractive Industry Production Statistics.

4.2.8.7 Further Improvements

In the future we intend to investigate and collect information on storage areas in order to estimate storage related emissions based on emission factors proposed in Tables 3.2 or 3.3 of chapter 2.A.5.c of the 2019 EMEP guidebook.

4.3 Chemical Industry (NFR 2.B)

4.3.1 Ammonia Production (NFR 2.B.1 – SNAP 040403)

4.3.1.1 Category description

In 1990 there were two plants producing ammonia in Portugal, but one of the plants has stopped activity already in the beginning of that year. From 1991-2008, there was only one plant producing ammonia. In 2009, this plant was closed and the ammonia production has been relocated to India.

Ammonia is synthesized from nitrogen and hydrogen, by the following reaction:

Equation 4-12: Chemical conversion equation

$$N_2 + 3H_2 \leftrightarrow 2NH_3$$

Nitrogen is obtained from atmospheric air.

Depending on the type of fossil fuel, two different methods are applied to produce the hydrogen for ammonia production: steam reforming or partial oxidation. In Portugal, hydrogen was obtained from partial oxidation of a very high viscosity residue RAAV (heavy fraction from petroleum distillation). This process was very flexible in terms of fuel input, allowing the use of the heavier fractions of oil distillation, namely vacuum residues, due to its smaller range of applications and also because they were available on the market at lower prices. Given that no detailed information is available concerning the type of fuel used, it is assumed the fuel was very variable in terms of composition, since it was a residue from petroleum distillation, not subject to refining.

Gasification of heavy hydrocarbons follows the reaction:

Equation 4-13: Chemical conversion equation

$$2CH_n + O_2 \rightarrow 2CO + nH_2$$

Emissions result from the process, either from escape of ammonia (NH_3) or either from release of products from feedstock (CO and NOx).

4.3.1.2 Methodology

Emissions estimates for all pollutants are based on a Tier 2 methodology from the 2019 EMEP Guidelines, according to the following equation:

Equation 4-14: Emissions from ammonia production

$$Emission_{(p)} = EF_{(p)} * AP * 10^{-3}$$

Where:

$Emission_{(p)}$: Annual emission of pollutant p (t)

$EF_{(p)}$: Emission factor for pollutant p (kg/t)

AP : Annual ammonia production (t)

4.3.1.3 Emission Factors

Considering that from 1990 to 2008 ammonia was produced by partial oxidation, Tier 2 emission factors applied were taken from Table 3.8 of Chapter 2.B Chemical Industry of the 2019 EMEP Guidelines and are listed in the table below.

Table 4-15: Emission Factors

Parameter	Unit	EF
NOx	kg/t NH_3	1
CO	kg/t NH_3	0.1
NH_3	kg/t NH_3	NE

4.3.1.4 Activity Data

In 1990 there were two plants producing ammonia in Portugal, but one of the plants has stopped activity already in the beginning of that year. From 1991-2008, there was only one plant producing ammonia. In 2009, this plant was closed and the ammonia production has been relocated to India.

For the period 1990-2008, ammonia production data was obtained from the facilities. From 2009 onwards there is no ammonia production. This data is consistent with national statistics ammonia production data.

Due to confidentiality constraints, ammonia production is presented in the figure below as an index value related to 1990 data. It is evident the significant inter-annual changes in the period 1991-1996. According to information provided by the facility, the sharp decrease in the period 1992-1994 was due to technical problems that led to several interruptions in the production.

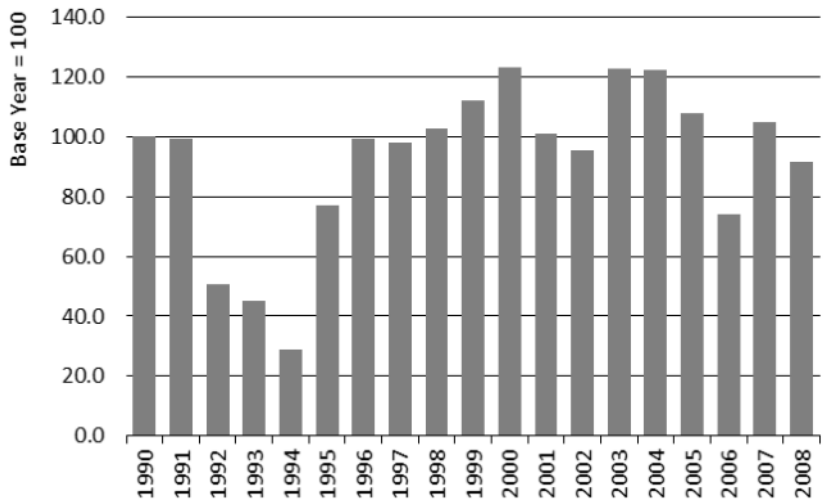

Figure 4-17: Trend in Ammonia production

4.3.1.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report. Data on ammonia production is consistent with national statistics ammonia production data.

Following a 2022 NECD review recommendation, the Party realised that was reporting NH3 emissions in 1990-2008 with an inappropriate notation key. Given that ammonia production from 1990 to 2008 is estimated according to a Tier 2 based on Table 3.8 of chapter 2.B Chemical Industry of the 2019 EMEP Guidelines, NH3 emissions should be reported as NE (Not Estimated). Therefore, information regarding NH3 emission factor on Table 4-15 in the IIR was also corrected. These changes did not result in recalculations.

A comparison was made using a top-down approach based on ammonia production data obtained from national production statistics (IAPI) from 1990 to 2009. We intend to further investigate the differences between the two approaches in the period 1994-1998, other than that, data is generally consistent.

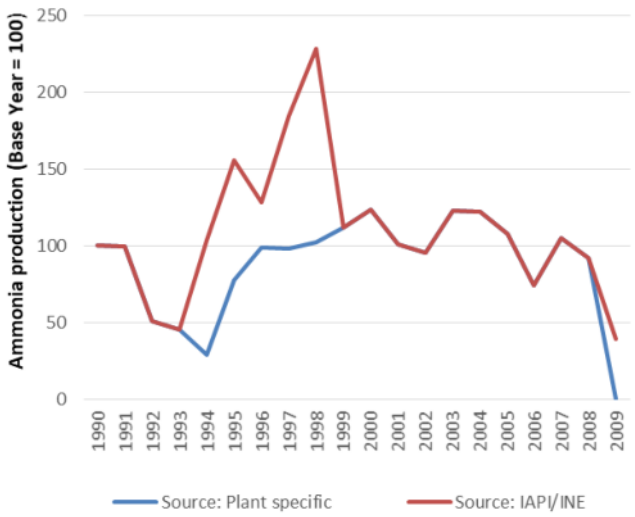

Figure 4-18: Ammonia production data – comparison of approaches

4.3.1.6 Recalculations

No recalculations were made.

4.3.1.7 Further Improvements

No further improvements are planned.

4.3.2 Nitric Acid Production (NFR 2.B.2 – SNAP 040402)

4.3.2.1 Category description

Currently, three industrial plants produce nitric acid in Portugal. In all units, weak nitric acid (60 %) is produced from ammonia, using catalytic (Platinum-rhodium alloy catalysts) oxidation of ammonia with air to NO_2 at "dual-pressure" medium/high (M/H), and subsequent absorption with water to form nitric acid in a dual-stage process. From 1990 to 2011 there was also another nitric acid facility in operation. This facility, however, was closed during 2011 and was replaced by a new facility, which began operating in 2010.

Nitric Acid production results in air emissions primarily of NO_x (NO and NO_2), trace amounts of HNO_3 acid mist, ammonia (NH_3) and Nitrous Oxide (N_2O). The great majority of emissions are conveyed in the tail gas from the absorption tower. Emissions of NO_x are controlled by catalytic reduction.

4.3.2.2 Methodology

NH_3 and NOx emissions are estimated based on a Tier 3 approach according the following equation:

Equation 4-15: Emissions from nitric acid production

$$Emission_{(p,y)} = EF_{(p)} * ActivityRate_{(y)} * 10^{-3}$$

Where:

$Emission_{(p,y)}$: Annual emission of pollutant p in year y (t)

$ActivityRate_{(y)}$: Production of Nitric Acid in year y (t)

$EF_{(p)}$: Emission factor for pollutant p (kg/t)

4.3.2.3 Emission Factors

NOx and NH_3 emission factors applied are Tier 3 based on monitoring data from the facilities. In effect, these EF are based on continuous monitoring system data and emissions are currently monitored by the plants. Due to confidentiality constraints, it is not possible to publish the chosen emission factors.

4.3.2.4 Activity Data

Nitric Acid production is obtained directly from the facilities and from Environmental Annual Reports for the whole time series. One of the plants was closed during year 2010 and was replaced by a new facility.

Due to confidentiality constraints (a limited number of existing production facilities), the activity data used to estimate emissions from this sub-source sector is presented in the figure below in relation to production in 1990 (trends).

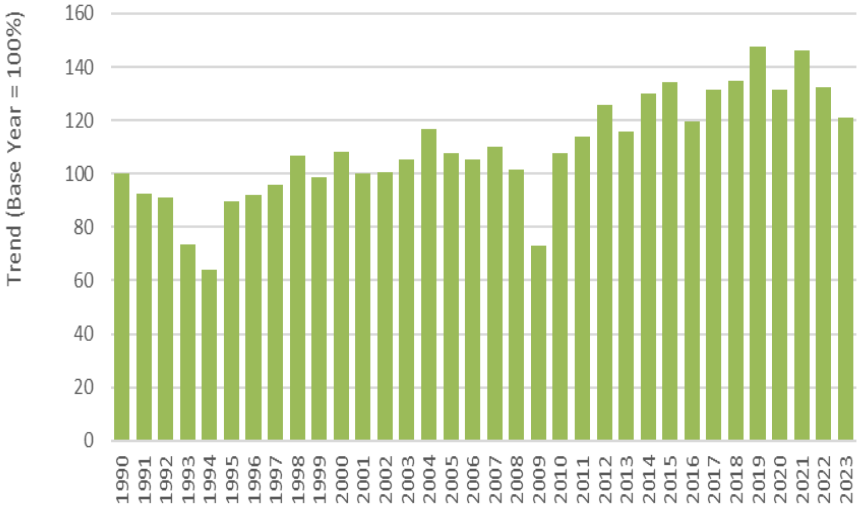

Figure 4-19: Trend in Nitric Acid production

4.3.2.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.3.2.6 Recalculations

No recalculations were made.

4.3.2.7 Further Improvements

In the future, we intend to revise plant specific NOx and NH_3 emission factors based on updated monitoring data.

4.3.3 Adipic Acid Production (NFR 2.B.3 – SNAP 040521)

There is no adipic acid production in Portugal, only imports and exports.

4.3.4 Calcium Carbide Production (NFR 2.B.5 – SNAP 040412)

There is no Calcium Carbide production in Portugal, only imports and exports.

4.3.5 Titanium Dioxide Production (NFR 2.B.6 – SNAP 040410)

4.3.5.1 Category description

This chapter addresses emissions estimates from the production of Titanium dioxide (TiO_2). TiO_2 pigments are made from one of two chemical processes: the chloride route, which leads to TiO_2 products by reacting titanium ores with chlorine gas; and the sulphate route, which leads to TiO_2 products by reacting titanium ores with sulphuric acid. In both processes, pure titanium dioxide powder is extracted from its mineral feedstock after which it is milled and treated to produce a range of products designed to be suitable for efficient incorporation into different substrates.

4.3.5.2 Methodology

Emissions from Titanium Dioxide production were estimated in accordance with EMEP/EEA air pollutant emission inventory guidebook (EMEP/EEA, 2016).

Equation 4-16: Titanium Dioxide production data

$$AD_y = AD \times \%_y$$

Where:

AD_y: Titanium Dioxide production (t) using a specific technology/practice (chloride or sulphate process)

AD: Titanium Dioxide national total production (t)

$\%_y$: Share (%) of titanium dioxide production using a specific technology/practice (chloride or sulphate process)

For all pollutants, except for Black Carbon (BC):

Equation 4-17: Emissions from titanium dioxide production

$$Emis_{x,y} = AD_y \times \frac{EF_{x,y}}{1000}$$

Where:

$Emi_{x,y}$: Emissions of pollutant "x" using a specific technology "y" (t)

AD_y: Titanium Dioxide production data using a specific technology "y" (t)

EF_x: Emission factor of pollutant "x" for a given technology "y" (kg/t Titanium Dioxide)

For BC:

Equation 4-18: Black carbon emissions from titanium dioxide production

$$Emis_{BC} = Emis_{PM2.5} \times EF_{BC}$$

Where:

$Emis_{BC}$: BC emissions (t)

$Emis_{PM2.5}$: $PM_{2.5}$ emissions (t)

EF_{BC}: BC emission factor (% $PM_{2.5}$)

4.3.5.3 Emission Factors

The emission factors used are listed in the table below. According to Section 3.2.2 (page 14) of chapter "2.B Chemical Industry" of EMEP/EEA air pollutant emission inventory guidebook 2016, "as a default distribution between TSP, PM10 and PM2.5, PM10 and PM2.5 can be assumed to be 0.8 × TSP and 0.6 × TSP".

Table 4-16: Default emission factor

Tehcnology/Practice	Pollutant	Unit	EF	Source
Chloride Process	SO_x	Kg/t	1.14	Table 3.19 of chapter "2.B Chemical Industry" of EMEP/EEA air pollutant emission inventory guidebook 2023
	NO_x	Kg/t	0.1	
	CO	Kg/t	159	
	TSP	Kg/t	0.2	
	PM_{10}	Kg/t	0.16	Section 3.2.2 (page 14) of chapter "2.B Chemical Industry" of EMEP/EEA air pollutant emission inventory guidebook 2023
	$PM_{2.5}$	Kg/t	0.12	Section 3.2.2 (page 14) of chapter "2.B Chemical Industry" of EMEP/EEA air pollutant emission inventory guidebook 2023
	BC	% $PM_{2.5}$	1.8	Table 3.1 of chapter "2.B Chemical Industry" of EMEP/EEA air pollutant emission inventory guidebook 2023
Sulphate Process	SO_x	Kg/t	3.97	Table 3.20 of chapter "2.B Chemical Industry" of EMEP/EEA air pollutant emission inventory guidebook 2023
	NO_x	Kg/t	0.108	
	TSP	Kg/t	0.3	
	PM_{10}	Kg/t	0.24	Section 3.2.2 (page 14) of chapter "2.B Chemical Industry" of EMEP/EEA air pollutant emission inventory guidebook 2023
	$PM_{2.5}$	Kg/t	0.18	Section 3.2.2 (page 14) of chapter "2.B Chemical Industry" of EMEP/EEA air pollutant emission inventory guidebook 2023
	BC	% $PM_{2.5}$	1.8	Table 3.1 of chapter "2.B Chemical Industry" of EMEP/EEA air pollutant emission inventory guidebook 2023

4.3.5.4 Activity Data

From 2014 onwards, there is Titanium Dioxide production according to EUROSTAT data.

There is no information on the type of process used in Portugal (Chloride or Sulphate process). Given so, we have considered the share proposed in the BREF document of “Large Volume Inorganic Chemicals – Solids and Others” (Chloride Process = 30% and Sulphate Process = 70% of the total Titanium Dioxide Production).

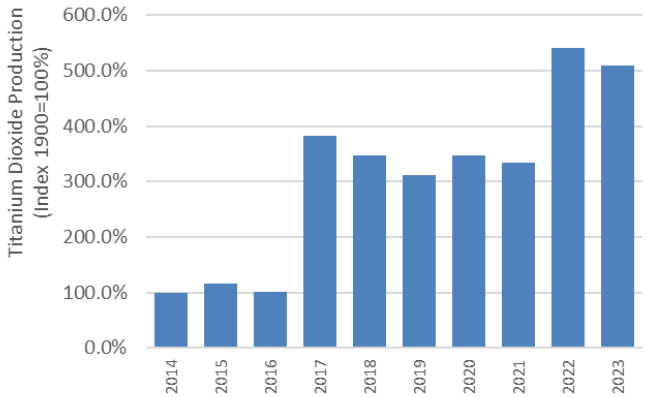

Figure 4-20: Titanium Dioxide Production

4.3.5.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.3.5.6 Recalculations

No recalculations were made.

4.3.5.7 Further Improvements

Efforts will be made in order to check the reason why Titanium Dioxide production data is reported in Eurostat but not in National Statistics, as well as to obtain the share of each Titanium Dioxide technology in Portugal, by collecting plant specific data.

4.3.6 Other Chemical Industry - Sulphuric Acid Production (NFR 2.B.10.a – SNAP 040401)

4.3.6.1 Category description

In 1990 in Portugal there were two industrial units producing sulphuric acid from mineral processing and two additional industrial plants producing H_2SO_4 by recovery of sulphur. In 1990 and 1991, both industrial plants producing sulphuric acid from pyrites were closed and thereafter only sulphur recovery process remained active. In 2008, emissions of SO_x from sulphuric acid production resulted from recovery of sulphur - and abatement of air emission - in an ammonia industrial plant that used a high sulphur content raw material - Vacuum Residual Fuel oil (VRF) - as feedstock. In 2009, the only facility that produced ammonia in Portugal was closed and the production was relocated to India.

Production of sulphuric acid (Contact Process) comprehends a first step, where SO_2 is formed from oxidation of elemental sulphur with air, followed by conversion to SO_3, in a catalytic converter, and finally the absorption of this gas in a strong acid solution.

In the case of sulphur recovery units, a flux of hydrogen sulphide, coming from the partial oxidation of the feedstock, is converted into H_2SO_4, also by air oxidation, but without previous conversion to elemental sulphur. The process then proceeds in a similar fashion to sulphuric acid production. Although emissions of SO_x from recovery of sulphur occur in the Claus unit and in the flare, all are reported in the same source category (NFR 2.B.10.a – Other Chemical Industry) in NFR tables. For reporting of acidification emissions, in NFR reporting format, only emissions in the Claus unit are reported in 2.B.10.a, while emissions in the flare – a lesser source however – are reported in 1.B.2.c – Flaring in chemical industries.

4.3.6.2 Methodology

In the case of sulphur recovery with sulphuric acid production, total SOx emissions are estimated from the knowledge of sulphur content in original feedstock, considering the recovery efficiency and assuming that all sulphur in feedstock is recovered or goes to atmosphere[5]:

Equation 4-19: SO_2 emissions from sulphuric acid production

$$Emi_{SOx(y)} = 2 * Feedstock_{(y)} * S_{Feed(y)} * 10^{-2} – 32/98 * Prod_{H2SO4\,(y)}$$

Where:

$EmiSOx_{(y)}$: Emission of Sulphur oxides[6] (t)

$FeedStock_{(y)}$: Annual consumption of feedstock (t)

$S_{Feed(y)}$: Sulphur content of feedstock (%)

$Prod_{H2SO4\,(y)}$: Production of Sulphuric acid from Sulphur recovery in year y (t)

4.3.6.3 Emission Factors

Due to confidentiality constraints, the emission factors for sulphuric acid are not published.

[5] For the time being this procedure is only feasible for two years: 1990 and 1993. For the remaining years the average emission factor (kg SOx/kg S in VRF) for 1990 and 1993 was used to estimate emissions.

[6] In fact, this emissions include also H_2S and other Sulphur compounds, but it is assumed that they are converted to SO_x in atmosphere.

4.3.6.4 Activity Data

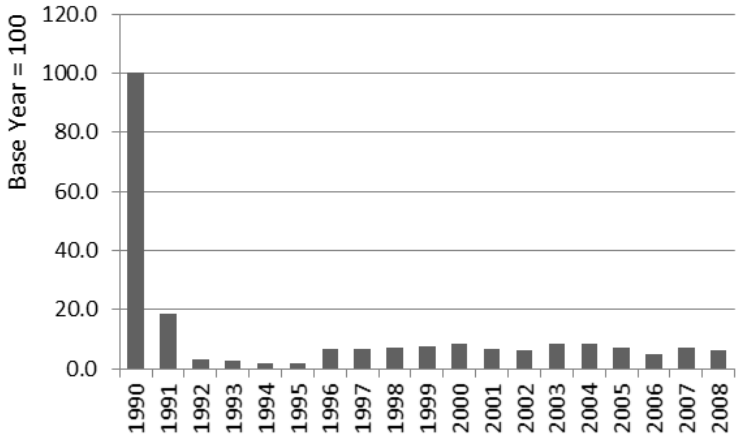

Figure 4-21: Trend in total sulphuric acid production, including sulphur recovery

The amount of sulphur recovered and transformed into sulphuric acid is only available for a limited number of years (1990, 1993 and 1995). The remaining time series was estimated from consumption of VRF and ammonia production in the following mode:

- Consumption of feedstock VRF, and its sulphur content, was available from the only industrial plant in Portugal also for a limited number of years – 1990 till 1994 – but a strong linear relation between feedstock consumption and ammonia production could be established from available data[7];
- Production of ammonia in Portugal is available from the only existing facility for the period 1990-2008. From 2009 onwards there is no ammonia production since the facility was stopped and the production relocated to India;
- Finally a linear relation was also set between VRF consumption and the quantity of H_2SO_4 that was recovered.

4.3.6.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.3.6.6 Recalculations

No recalculations were made.

4.3.6.7 Further Improvements

Specific issues to improve comprehend the revision of the different reporting placement for SOx emissions from flaring in Sulphur recovery.

[7] For confidentiality reasons original data and relation may not be reported in IIR

4.3.7 Other Chemical Industry - Ammonium Sulphate Production (NFR 2.B.10.a – SNAP 040404)

4.3.7.1 Category description

Ammonium sulfate is commonly used as fertilizer. In Portugal, Ammonium sulfate is synthetically manufactured through reaction of ammonia with sulphuric acid. This chapter addresses emissions estimates from the production of ammonium sulphate.

4.3.7.2 Methodology

Emissions from TSP, PM_{10} and $PM_{2.5}$ were estimated according to the following equation:

Equation 4-20: Emissions from ammonium sulphate production

$$Emi_x = AD \times \frac{EF_x}{1000}$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD: Ammonium Sulphate production data (t Ammonium Sulphate)

EF_x: Emission factor of pollutant "x" (kg/t Ammonium Sulphate)

For BC:

Equation 4-21: Black carbon emissions from ammonium sulphate production

$$Emi_{BC} = Emis_{PM2.5} \times EF_{BC}$$

Where:

Emi_{BC}: BC emissions (t)

$Emis_{PM2.5}$: $PM_{2.5}$ emissions (t)

EF_{BC}: BC emission factor (% $PM_{2.5}$)

4.3.7.3 Emission Factors

Upon a regional survey carried out in a national fertilizer production compound, it was learned that ammonia sulphate production process used rotary dryers and wet scrubbers as emissions control equipments. For this reason, we considered TSP emission factor from Table 8.4 of chapter "8.4 Ammonium Sulphate" of USEPA AP-42 to be the most adequate EF given national circumstances.

There are no emission factors for PM10, PM2.5 and BC from ammonia sulphate production in USEPA AP-42 or in 2019 EMEP Guidebook.

According to Section 3.2.2 (page 14) of chapter "2.B Chemical Industry" of 2019 EMEP Guidebook, when EF is only available for TSP, "as a default distribution between TSP, PM10 and PM2.5, PM10 and PM2.5 can be assumed to be 0.8 × TSP and 0.6 × TSP". Therefore, we applied this principle to the TSP emission factor used from USEPA.

BC emission factor was taken from Table 3.1 from chapter "2.B Chemical Industry" of 2019 EMEP Guidebook, which is, according to that guidebook, applicable for 'general' chemical industry and may be combined with process specific emissions of PM2.5. Therefore, we also applied this principle.

The emission factors used are listed in the table below.

Table 4-17: Emission factors

Pollutant	Unit	EF	Source
TSP	Kg/t	0.02	Table 8.4-1 of chapter "8.4 Ammonium Sulphate" of USEPA AP-42 emission factors
PM_{10}	Kg/t	0.016	Section 3.2.2 (page 14) of chapter "2.B Chemical Industry" of EMEP/EEA air pollutant emission inventory guidebook 2019
$PM_{2.5}$	Kg/t	0.012	Section 3.2.2 (page 14) of chapter "2.B Chemical Industry" of EMEP/EEA air pollutant emission inventory guidebook 2019
BC	% $PM_{2.5}$	1.8	Table 3.1 of chapter "2.B Chemical Industry" of EMEP/EEA air pollutant emission inventory guidebook 2019

4.3.7.4 Activity Data

From 1995 onwards, ammonium sulphate production was obtained from INE. In the period 1990-1994, data has been estimated based on 1995 production value and on GDP trend.

Due to confidentiality constraints (there is only one ammonium sulphate production plant in Portugal), the activity data is presented as an index value (1990=100%).

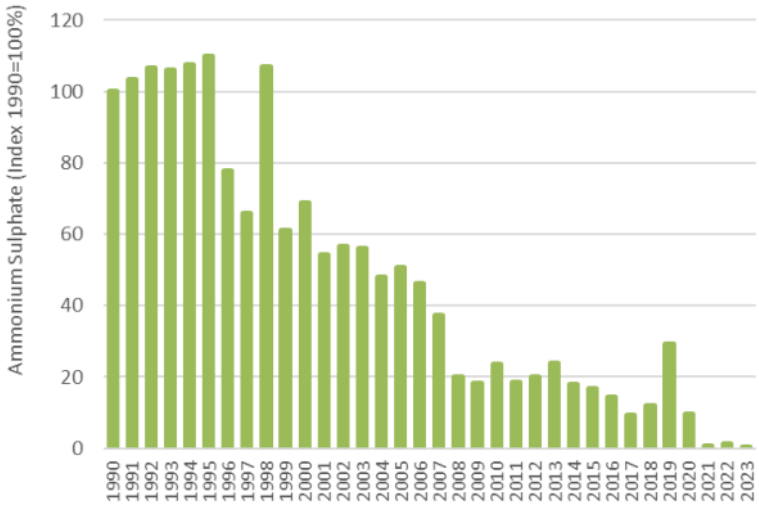

Figure 4-22: Ammonium Sulphate production (Index 1990=100%)

4.3.7.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.3.7.6 Recalculations

No recalculations were made.

4.3.7.7 Further Improvements

Efforts will be made in order to obtain plant specific production data in the period 1990-1994.

4.3.8 Other Chemical Industry - Explosives Manufacturing (NFR 2.B.10.a – SNAP 040622)

4.3.8.1 Category description

This chapter addresses emissions estimates from the production of explosives.

4.3.8.2 Methodology

Emissions were estimated according to the following equation:

Equation 4-22: Emissions from explosives manufacturing

$$Emi_x = AD \times \frac{EF_x}{1000}$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD: Explosives production data (t)

EF_x: Emission factor of pollutant "x" (kg/t explosives)

4.3.8.3 Emission Factors

SO_x and NO_x emission factors used were taken from USEPA AP-42 and are listed in the table below.

Table 4-18: Emission factors

Pollutant	Type of Explosive	Unit	EF	Source
SOx	Smokeless Powder	kg/t Explosive	34.7	Table 6.3-2 of chapter 6.3 Explosives of USEPA AP-42
	Dynamite and Nitroglycerine	kg/t Explosive	34.7	
	Nitrocellulose	kg/t Explosive	34,7	
	TNT	kg/t Explosive	36.5	
NOx	Smokeless Powder	kg/t Explosive	14.0	
	Dynamite and Nitroglycerine	kg/t Explosive	14.0	
	Nitrocellulose	kg/t Explosive	14.0	
	TNT	kg/t Explosive	78.5	

4.3.8.4 Activity Data

Activity data was obtained from INE for the whole time series.

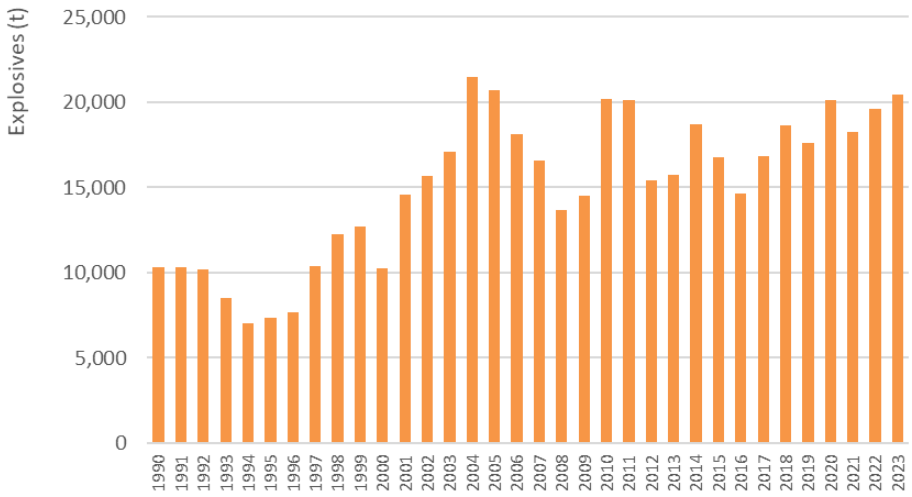

Figure 4-23: Explosives production

4.3.8.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.3.8.6 Recalculations

No recalculations were made.

4.3.8.7 Further Improvements

No further improvements are expected.

4.3.9 Other Chemical Industry - Ammonium Nitrate Production (NFR 2.B.10.a – SNAP 040405)

4.3.9.1 Category description

This chapter addresses emissions estimates from the production of ammonium nitrate.

In Portugal, there are two ammonium nitrate producing facilities. Facility 1 produces ammonium nitrate solution that is further transported to Facility 2. Facility 2 also produces ammonium nitrate solution that, together with the amounts of ammonium nitrate solution received from Facility 1, is further used to produce nitrogenous fertilisers (calcium ammonium nitrate). In a first step, common to both facilities, nitric acid is neutralised with ammonia in order to produce an 88-90% ammonium nitrate solution that is further concentrated to 95-97%. Next, in Facility 2, ammonium nitrate solution is mixed with grinded limestone, dolomite or anhydrite in order to obtain prills or granules. Final steps include drying, screening, cooling, coating, storage and bagging.

The ammonium nitrate solution manufacturing process does not generate ammonia emissions. In both facilities, the process gases are conveyed to a wet scrubber, where ammonia and ammonium nitrate levels in the steam are reduced to trace amounts, and where, through the addition of a small amount of nitric acid, the collected ammonia is converted in ammonium nitrate. The low concentration ammonium nitrate solution thus obtained is recirculated to a separator.

NH3 emissions associated with ammonium nitrate solution manufacturing actually refer to its storage, where there is no abatement system in place in order to reduce such emissions. In the storage tanks, the pH of the ammonium nitrate solution is controlled by adding NH3 for granulation purposes. Thus, NH3 emissions may generate when NH3 is added in excess. The equilibrium point is permanently being adjusted in order to ensure the maintenance of safety and process quality conditions as well as the minimization of NH3 storage emissions.

Other NH3 emissions, as well as particulate matter, are related to nitrogenous fertilisers' production steps – granulation, drying, screening and cooling.

Also, in order to minimize particulate matter emissions, fabric filters, rotary drum dryers and cyclones are implemented throughout the process. All dust and gases collected by the different abatement systems are recirculated to the system.

4.3.9.2 Methodology

Emissions from Ammonium Nitrate production were estimated according to the following equation:

Equation 4-23: Emissions from ammonium nitrate production

$$Emi_x = AD \times \frac{EF_x}{1000}$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD: Ammonium Nitrate production data (t)

EF_x: Emission factor of pollutant "x" (kg/t Ammonium Nitrate)

4.3.9.3 Emission Factors

The emission factors applied are listed in the tables below.

Table 4-19: Neutralizer and Evaporation/Concentration

Pollutant	Unit	EF	Source
NH3	Kg/t Ammonium Nitrate	0.1-1.4	Plant Specific Data
TSP	Kg/t Ammonium Nitrate	0.22	Table 8.3-1 (controlled) Chapter 8.3 Ammonium Nitrate of USEPA AP-42

Table 4-20: Solids formation operations

Pollutant	Unit	EF	Source
NH3	Kg/t Ammonium Nitrate	0.004-1.2	Plant Specific data
TSP	Kg/t Ammonium Nitrate	0.002-0.99	Plant Specific Data

Table 4-21: Particle size distribution (cumulative weight %)

Operation	PM10	PM2.5	Source
Solids Formation - Rotary Drum Granulator	2%	0.07%	Table 8.3-3 Chapter 8.3 Ammonium Nitrate of USEPA AP-42
Coolers and Dryers - Rotary Drum Granulator Cooler	3%	0.06%	

4.3.9.4 Activity Data

Ammonium nitrate production was obtained from the facilities for the whole time series. Due to confidentiality constraints, ammonium nitrate production is presented in the figure below as an index value related to 1990 production.

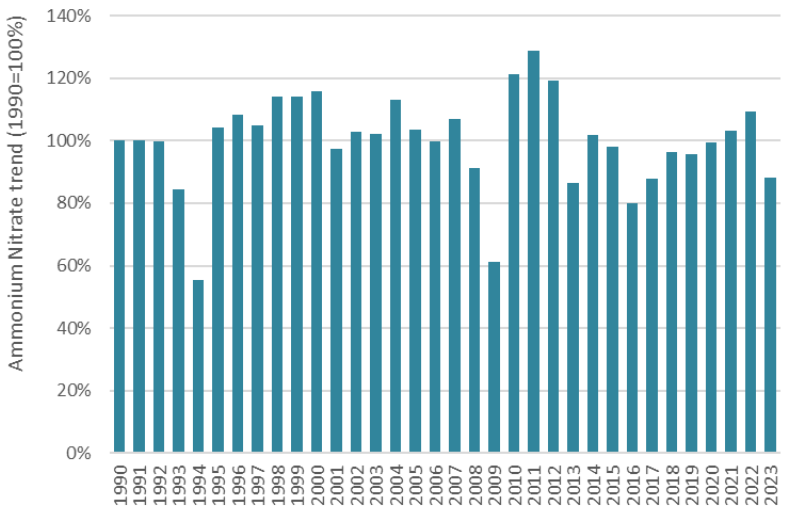

Figure 4-24: Ammonium Nitrate production (1990=100%)

4.3.9.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

Following QA/QC procedures to the activity data time series completeness, we learned there are two ammonium nitrate production facilities in Portugal. Upon contact with the facilities, we obtained plant specific ammonium nitrate production for the whole time series.

A comparison was made using a top-down approach based on ammonia production data obtained from national production statistics (IAPI) from 1990 onwards. There are slight differences using the two different approaches but, generally, data is consistent.

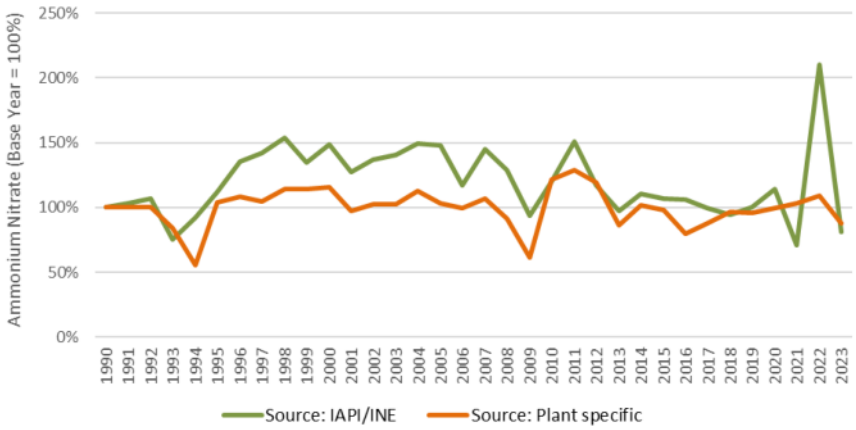

Figure 4-25: Ammonium Nitrate production – comparison of approaches

Also, all emission factors were updated according to E-PRTR annual monitoring data. In previous submissions, we were applying 2000-2001 E-PRTR emission factors for the whole time series.

4.3.9.6 Recalculations

No recalculations were made.

4.3.9.7 Further Improvements

No further improvements are planned.

4.3.10 Other Chemical Industry - Ammonium Phosphates Production (NFR 2.B.10.a – SNAP 040406)

4.3.10.1 Category description

This chapter addresses emissions estimates from the production of ammonium phosphates.

4.3.10.2 Methodology

Emissions from Ammonium Phosphates production were estimated in accordance with EMEP/EEA air pollutant emission inventory guidebook (EMEP/EEA, 2016).

Emissions from TSP, PM_{10} and $PM_{2.5}$ were estimated according to the following equation:

Equation 4-24: Emissions from ammonium phosphates production

$$Emi_x = AD \times \frac{EF_x}{1000}$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD: Ammonium Phosphates production data (t)

EF_x: Emission factor of pollutant "x" (kg/t Ammonium Phosphates)

For BC:

Equation 4-25: Black carbon emissions from ammonium phosphates production

$$Emi_{BC} = Emis_{PM2.5} \times EF_{BC}$$

Where:

Emi_{BC}: BC emissions (t)

$Emis_{PM2.5}$: $PM_{2.5}$ emissions (t)

EF_{BC}: BC emission factor (% $PM_{2.5}$)

4.3.10.3 Emission Factors

The emission factors used are listed in the table below.

Table 4-22: Emission factors

Pollutant	Unit	EF	Source
TSP	g/t Ammonium Phosphates	300	Table 3.28 of chapter "2.B Chemical Industry" of EMEP/EEA air pollutant emission inventory guidebook 2016
PM_{10}	g/t Ammonium Phosphates	240	
$PM_{2.5}$	g/t Ammonium Phosphates	180	
BC	% $PM_{2.5}$	1.8	Table 3.1 of chapter "2.B Chemical Industry" of EMEP/EEA air pollutant emission inventory guidebook 2016

4.3.10.5 Activity Data

From 1992 onwards, ammonium phosphates production was obtained from INE. In the period 1990-1991, data was estimated based on 1992 ammonium phosphates production and on GDP trend.

Due to confidentiality constraints, data is presented as an index value related to year 1990 production.

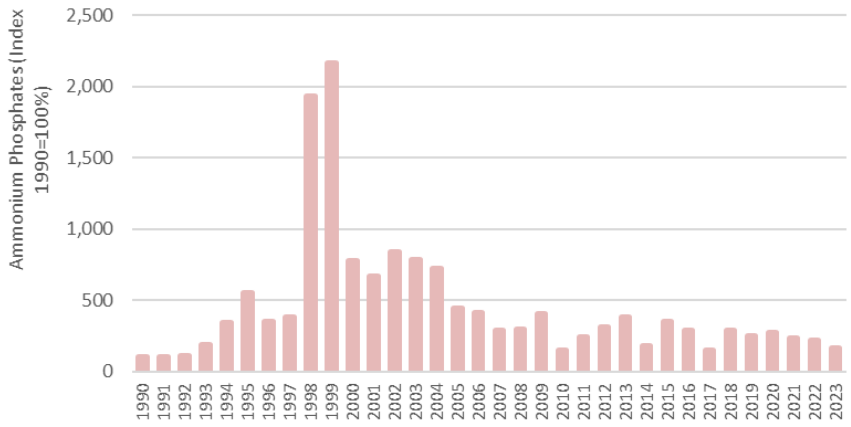

Figure 4-26: Ammonium Phosphates (Index 1990=100%)

4.3.10.6 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.3.10.7 Recalculations

No recalculations were made.

4.3.10.8 Further Improvements

No further improvements are planned for this sector.

4.3.11 Other Chemical Industry - NPK Fertilisers Production (NFR 2.B.10.a – SNAP 040407)

4.3.11.1 Category description

This chapter addresses emissions estimates from the production of NPK fertilisers.

4.3.11.2 Methodology

Emissions from NPK Fertilisers production were estimated in accordance with EMEP/EEA air pollutant emission inventory guidebook (EMEP/EEA, 2016).

Emissions from NH_3, TSP, PM_{10} and $PM_{2.5}$ were estimated according to the following equation:

Equation 4-26: Emissions from NPK Fertilisers production

$$Emi_x = AD \times \frac{EF_x}{1000}$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD: NPK Fertilisers production data (t)

EF_x: Emission factor of pollutant "x" (kg/t NPK Fertilisers)

Emissions from BC were estimated according to the following equation:

Equation 4-27: Black carbon emissions from NPK Fertilisers production

$$Emi_{BC} = Emis_{PM2.5} \times EF_{BC}$$

Where:

Emi_{BC}: BC emissions (t)

$Emis_{PM2.5}$: $PM_{2.5}$ emissions (t)

EF_{BC}: BC emission factor (% $PM_{2.5}$)

4.3.11.3 Emission Factors

The emission factors used are listed in the table below.

Table 4-23: Emission factors

Pollutant	Unit	EF	Source
NH_3	Kg/t NPK Fertilisers	1.84	Plant specific monitoring data
TSP	Kg/t NPK Fertilisers	4.22	Plant specific monitoring data
PM_{10}	Kg/t NPK Fertilisers	3.43	Expert Judgement
$PM_{2.5}$	Kg/t NPK Fertilisers	3.41	Expert Judgement
BC	% $PM_{2.5}$	1.8	Table 3.1 of chapter "2.B Chemical Industry" of EMEP/EEA air pollutant emission inventory guidebook 2016

4.3.11.4 Activity Data

From 1992 onwards, NPK fertilisers' production was obtained from national statistics. In the period 1990-1991, data was estimated based on 1992 NPK fertilisers production and on gross domestic product trend.

Due to confidentiality constraints, data is presented as an index value related to year 1990 production.

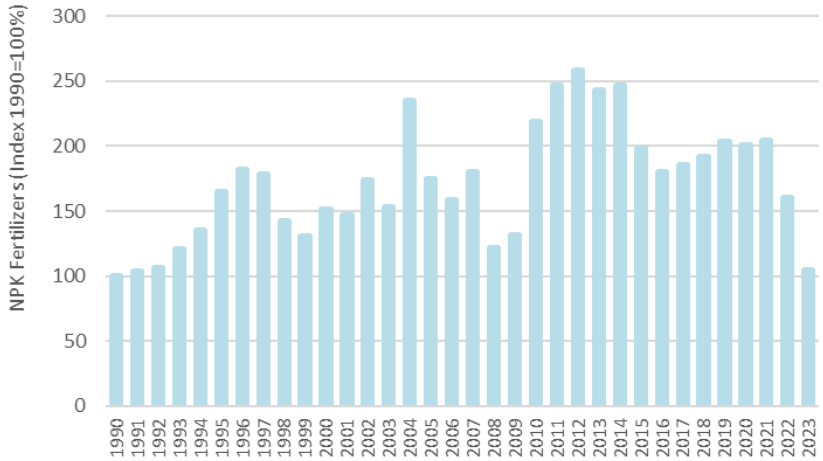

Figure 4-27: NPK Fertilisers production (Index 1990=100%)

4.3.11.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.3.11.6 Recalculations

No recalculations were made.

4.3.11.7 Further Improvements

Efforts will be made in order to update plant specific emission factors based on monitoring data.

4.3.12 Other Chemical Industry - Urea Production (NFR 2.B.10.a – SNAP 040408)

4.3.12.1 Category description

This chapter addresses emissions estimates from the production of urea. Urea is produced commercially from synthetic ammonia and carbon dioxide.

4.3.12.2 Methodology

Emissions from urea production were estimated in accordance with EMEP/EEA air pollutant emission inventory guidebook (EMEP/EEA, 2016).

Emissions from NH_3, TSP, PM_{10} and $PM_{2.5}$ were estimated according to the following equation:

Equation 4-28: Emissions from Urea production

$$Emi_x = AD \times \frac{EF_x}{1000}$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD: Urea production data (t)

EF_x: Emission factor of pollutant "x" (kg/t Urea)

Emissions from BC were estimated according to the following equation:

Equation 4-29: Black carbon emissions from Urea production

$$Emi_{BC} = Emis_{PM2.5} \times EF_{BC}$$

Where:

Emi_{BC}: BC emissions (t)

$Emis_{PM2.5}$: $PM_{2.5}$ emissions (t)

EF_{BC}: BC emission factor (% $PM_{2.5}$)

4.3.12.3 Emission Factors

The emission factors used are listed in the table below.

Table 4-24: Emission factors

Pollutant	Unit	EF	Source
NH_3	Kg/t Urea	2.5	Table 3.29 of chapter "2.B Chemical Industry" of EMEP/EEA air pollutant emission inventory guidebook 2016
TSP	Kg/t Urea	1.5	
PM_{10}	Kg/t Urea	1.2	
$PM_{2.5}$	Kg/t Urea	0.9	
BC	% $PM_{2.5}$	2	

4.3.12.4 Activity Data

In the periods 1992-2008 and from 2010 onwards, urea production was obtained from INE. In year 2009, data was obtained from EUROSTAT due to lack of information in INE. In the period 1990-1991, data was estimated based on 1992 production and on GDP trend for this period.

Due to confidentiality constraints, data is presented as an index value related to year 1990 production.

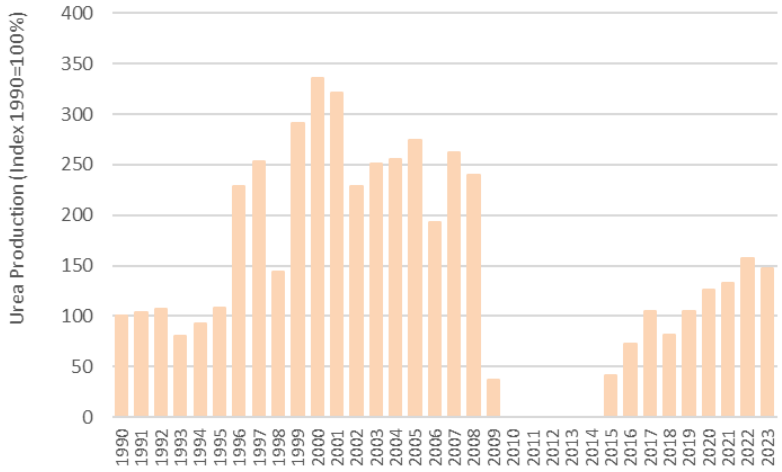

Figure 4-28: Trend in Urea production

There is no urea production in Portugal in the period 2010-2014.

4.3.12.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.3.12.6 Recalculations

No recalculations were made.

4.3.12.7 Further Improvements

Efforts will be made in order to obtain plant specific urea production data.

4.3.13 Other Chemical Industry - Carbon Black Production (NFR 2.B.10.a – SNAP 040409)

4.3.13.1 Category description

This chapter addresses emissions estimates from the production of carbon black.

There was only one carbon black facility in Portugal, located in the southern part of the country, near Sines. This facility produced carbon black by the Oil Furnace Process, a partial combustion process where feedstock with a high content of aromatic material was converted by incomplete combustion, thermal cracking and dehydrogenation to carbon black. Emissions resulted from Gas Vent, combined dryer vent and fugitive emission in the vacuum system vent.

Carbon black production ceased in 2013.

4.3.13.2 Methodology

For this sub-sector emissions estimates are extensively based on the use of emission factors multiplied by quantity of material produced:

Equation 4-30: Emissions from black carbon production

$$Emission_{(p,y)} = EF_{(p)} * ActivityRate_{(y)} * 10^{-3}$$

Where:

$Emission_{(p,y)}$: Annual emission of pollutant p in year y (t)

$EF_{(p)}$: Emission factor (kg/t)

$ActivityRate_{(y)}$: Indicator of activity in the production process. Quantity of product produced per year is used as a general rule for this emission source sector (t)

4.3.13.3 Emission Factors

In the period 2009-2012, carbon black industrial unit was subjected to a detailed inventory exercise. Consequently, emission factors were established for carbon black unit and emission estimates were extended for the rest of the time series using carbon black production as indicator of activity rate. Carbon Gas emissions include also emissions suffering partial combustion.

Table 4-25: Emission Factors for Carbon Black process emissions

Pollutant	EF (kg/t carbon black)	Source
NOx	9.390	EMEP Guidebook 2016
CO	1.160	Instalation Data
NMVOCs	0.540	Instalation Data
SOx	10.96	Sulphur Balance Approach
TSP	0.148	Instalation Data
PM10	0.133	Instalation Data
PM2.5	0.130	Instalation Data
BC	0.013	EMEP Guidebook 2016

4.3.13.4 Activity Data

Due to confidentiality constraints, data is presented as an index value related to year 1990 production.

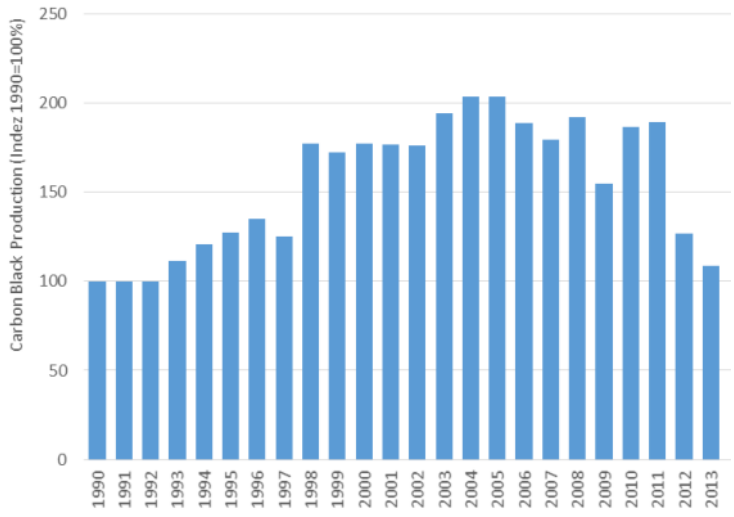

Figure 4-29: Carbon Black production

4.3.13.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.3.13.6 Recalculations

No recalculations were made.

4.3.13.7 Further Improvements

No further improvements are expected.

4.3.14 Other Chemical Industry - Graphite Production (NFR 2.B.10.a – SNAP 040411)

There is no relevant activity on graphite production in Portugal. In INE there is only data in year 2000. Furthermore, there are no emission factors for this category in the EMEP/EEA air pollutant emission inventory guidebook 2016.

4.3.15 Other Chemical Industry - Chlorine Production (NFR 2.B.10.a – SNAP 040413)

There is only one plant producing chlorine in Portugal by the membrane cell electrolysis process. There are no emission factors for this process in the EMEP/EEA air pollutant emission inventory guidebook 2016.

4.3.16 Other Chemical Industry - Phosphate Fertilisers Production (NFR 2.B.10.a – SNAP 040414)

Considered in “NPK Fertilisers” in chapter 4.3.11 (SNAP 040407).

4.3.17 Other Chemical Industry - Ethylene Production (NFR 2.B.10.a – SNAP 040501)

4.3.17.1 Category description

This chapter addresses emissions estimates from the production of ethylene.

There is only one ethylene production plant in Portugal, located in the southern part of the country, near Sines. The basic process in this unit is by Thermal Steam Cracking of petroleum feedstock. This unit produces Low Density Polyethylene (LDPE) and High Density Polyethylene (HDPE) from ethylene. As by product of ethylene production, other organic compounds are produced, such as propylene, butadiene and C4 fraction, aromatics and a residual fuel oil used in the unit as energy source.

Ethylene production results in NMVOC emissions.

4.3.17.2 Methodology

NMVOC emissions were estimated according to:

Equation 4-31: NMVOC emissions from ethylene production

$$Emi_{NMVOC} = AD \times \frac{EF_{NMVOC}}{1000}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

AD: Ethylene production data (t)

EF_{NMVOC}: Emission factor of NMVOC (kg/t Ethylene)

4.3.17.3 Emission Factors

NMVOC emission factor was taken from EMEP Guidebook 2023 and is indicated in the table below.

Table 4-26: Emission factor

Pollutant	Unit	EF	Source
NMVOC	kg/t ethylene	0.6	Table 3.36 of chapter "2.B. Chemical Industry" of "EMEP/EEA emission inventory guidebook 2023".

4.3.17.4 Activity Data

There is only one plant producing ethylene in Portugal. Activity data was obtained directly from the facility and cross-checked with national statistics data (QA/QC).

Due to confidentiality constraints, activity data is presented as an index value related to 1990 data for the whole time series. The sharp decrease in ethylene production in 2018 and 2022-2023 was due to scheduled interruptions for maintenance/cleaning, which affected the production lines.

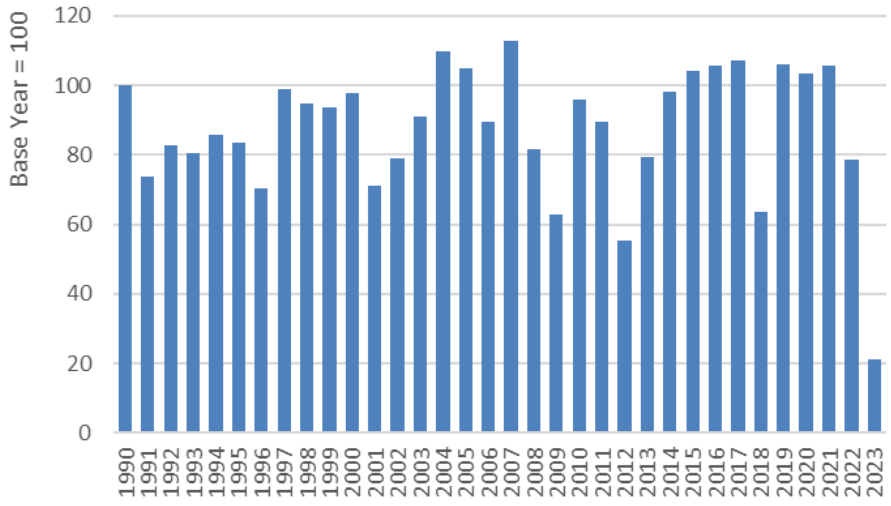

Figure 4-30: Trend in Ethylene production

4.3.17.5 Category specific QA/QC and verification

Emissions estimates were based on a bottom-up approach with collection of plant specific ethylene production data. A comparison was made using a top-down approach based on ethylene production data obtained from national production statistics (IAPI).

We only present data from 1996 onwards given the lack of national statistics ethylene production data from 1990 to 1995. As presented in the figure below, from 1996 onwards data is consistent using the two approaches. Due to confidentiality constraints, activity data is presented as an index value related to 1996 data.

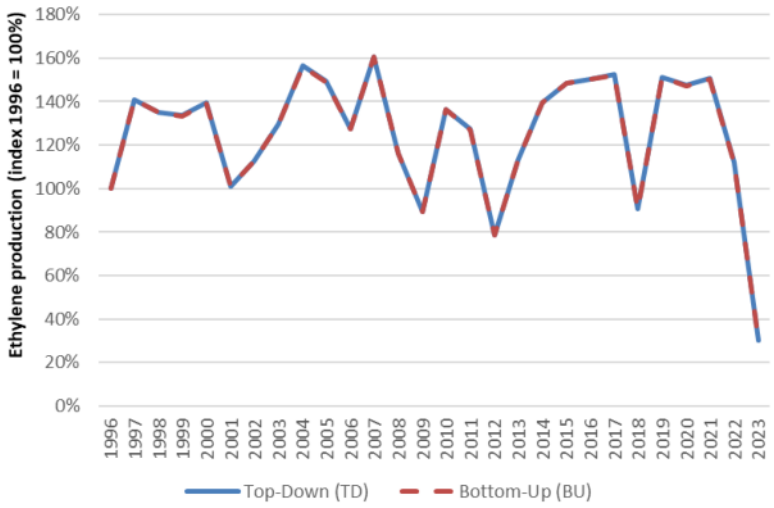

Figure 4-31: Ethylene production data – comparison of approaches

4.3.17.6 Recalculations

No recalculations were made.

4.3.17.7 Further Improvements

In the future, we intend to revise the emission factors based on monitoring data.

4.3.18 Other Chemical Industry - 1,2-Dichloroethane (NFR 2.B.10.a – SNAP 040503)

There is no 1,2 dichloroethane production in Portugal.

4.3.19 Other Chemical Industry - Vinylchloride Production (NFR 2.B.10.a – SNAP 040504)

Concerning vinylchloride monomer (VCM) production, following a 2022 review recommendation, further contacts to our Focal Points confirmed that currently there is no such activity in the country.

There is only one company in Portugal using VCM as raw material for the production of polyvinylchloride (PVC). Further contacts to the facility confirmed that they had its own VCM production line from 1963 to 1986. The annual production of VCM in that period varied from 3,200 to 14,000 tons. From 1987 onwards, VCM is imported by the facility.

VCM production is reported as NO for the whole time series.

4.3.20 Other Chemical Industry - 1,2-Dichloroethane + Vinylchloride Production (balanced process) (NFR 2.B.10.a – SNAP 040505)

As described in the section above, there is no VCM production in Portugal.

4.3.21 Other Chemical Industry - Polyethylene Low Density Production (NFR 2.B.10.a – SNAP 040506)

4.3.21.1 Category description

This chapter addresses emissions estimates from the production of low density polyethylene (PELD).

4.3.21.2 Methodology

Emissions were estimated according to the following equation:

Equation 4-32: Emissions from PELD production

$$Emi_x = AD \times \frac{EF_x}{1000}$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD: PELD production data (t)

EF_x : Emission factor of pollutant "x" (kg/t PELD)

4.3.21.3 Emission Factors

TSP and NMVOC emission factors were taken from EMEP Guidebook 2023 and are indicated in the table below.

Table 4-27: Emission factors

Pollutant	Unit	EF	Source
NMVOC	Kg/t PELD	2.4	Table 3.39 of chapter "2.B. Chemical Industry" of "EMEP/EEA emission inventory guidebook 2023"
TSP	Kg/t PELD	0.031	Table 3.39 of chapter "2.B. Chemical Industry" of "EMEP/EEA emission inventory guidebook 2023"

4.3.21.4 Activity Data

Activity data was obtained from INE. Due to confidentiality constraints, Low-density polyethylene production is presented as a trend related to 1990 production.

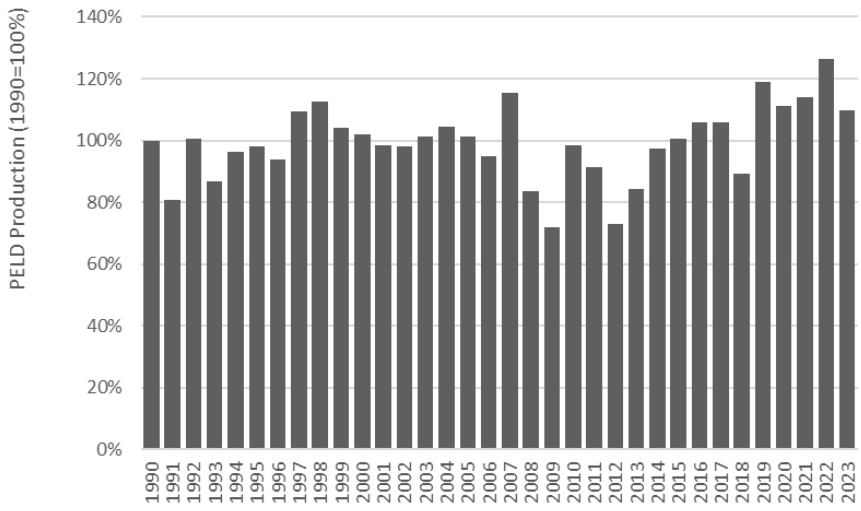

Figure 4-32: Polyethylene Low-Density (PELD) trend (1990=100%)

4.3.21.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

Emissions estimates were based on a top-down approach with collection of PELD production data obtained from national production statistics (IAPI) from 1990 onwards. A comparison was made using a bottom-up approach based on plant specific PELD production data from 1990 onwards, collected from environmental licensing. However, not all PELD production facilities are covered by this reporting system, probably due to their smaller productions. In effect, upon contacting IAPI regarding the differences found between the two datasets, the latter informed that integrates information from other companies which are producing PELD in Portugal. Therefore, we use activity data collected from IAPI, which configures a more complete data series.

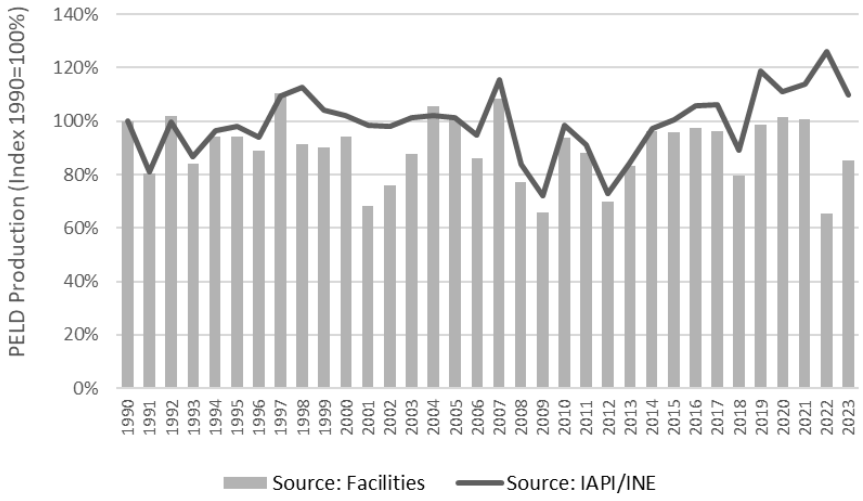

Figure 4-33: Polyethylene Low-Density production data – comparison of approaches

4.3.21.6 Recalculations

2022 PELD production activity data update.

4.3.21.7 Further Improvements

No further improvements are expected.

4.3.22 Other Chemical Industry - Polyethylene High Density Production (NFR 2.B.10.a – SNAP 040507)

4.3.22.1 Category description

This chapter addresses emissions estimates from the production of high density polyethylene (PEHD).

4.3.22.2 Methodology

Emissions were estimated according to the following equation:

Equation 4-33: Emissions from PEHD production

$$Emi_x = AD \times \frac{EF_x}{1000}$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD: PEHD production data (t)

EF_x: Emission factor of pollutant "x" (kg/t PEHD)

4.3.22.3 Emission Factors

TSP and NMVOC emission factors were taken from EMEP Guidebook 2023 and are indicated in the table below.

Table 4-28: Emission factors

Pollutant	Unit	EF	Source
NMVOC	Kg/t PEHD	2.3	Table 3.40 of chapter "2.B. Chemical Industry" of "EMEP/EEA emission inventory guidebook 2023"
TSP	Kg/t PEHD	0.097	Table 3.40 of chapter "2.B. Chemical Industry" of "EMEP/EEA emission inventory guidebook 2023"

4.3.22.4 Activity Data

Activity data was obtained from INE. Due to confidentiality constraints, polyethylene high-density production is presented as a trend related to 1990 production.

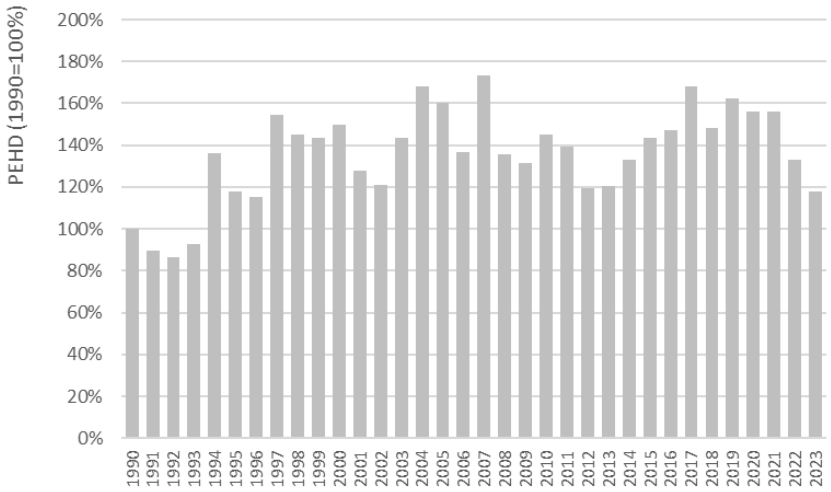

Figure 4-34: Polyethylene High-Density (PEHD) trend (1990=100%)

4.3.22.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

Emissions estimates were based on a top-down approach with collection of PEHD production data obtained from national production statistics (IAPI) from 1990 onwards. A comparison was made using a bottom-up approach based on plant specific PEHD production data from 1990 onwards, collected from environmental licensing. However, not all PEHD production facilities are covered by this reporting system, probably due to their smaller productions. In effect, upon contacting IAPI regarding the differences found between the two datasets, the latter informed that integrates information from other companies which are producing PEHD in Portugal. Therefore, we use activity data collected from IAPI, which configures a more complete data series.

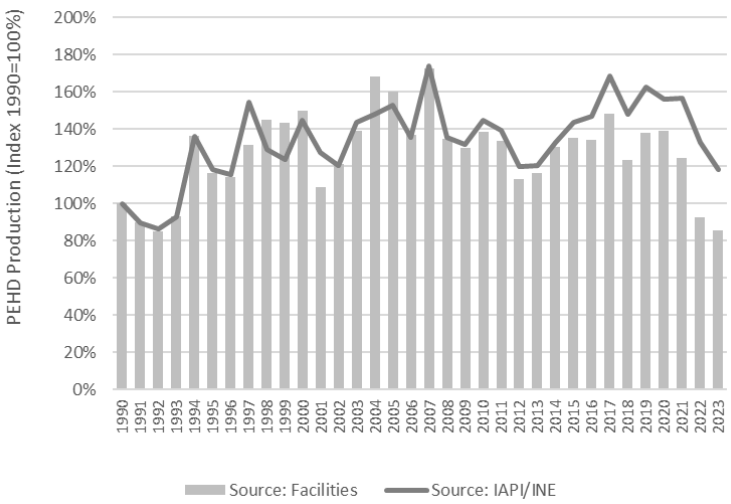

Figure 4-35: Polyethylene High-Density production data – comparison of approaches

4.3.22.6 Recalculations

2022 PEHD production activity data update.

4.3.22.7 Further Improvements

No further improvements are expected.

4.3.23 Other Chemical Industry - Polyvinylchloride production (NFR 2.B.10.a - SNAP 040508)

4.3.23.1 Category description

This chapter addresses emissions estimates from polyvinylchloride (PVC) production. PVC is made by polymerising vinylchloride monomer (VCM). There is only one PVC producing company in Portugal, which started operating in 1963 with exclusive production of s-PVC. e-PVC production started in 1982. The facility produces s-PVC by suspension polymerisation and e-PVC by emulsion polymerisation. Both are batch processes.

4.3.23.2 Methodology

Emissions from PVC production were estimated based on a Tier 2 approach based on the 2023 EMEP Guidebook. Emissions were estimated according to the following equation:

Equation 4-34: Emissions from PVC production

$$Emi_x = AD \times \frac{EF_x}{1000}$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD_y: PVC type "y" production data (t PVC)

EF_x: Emission factor of pollutant "x" (kg/t PVC)

4.3.23.3 Emission Factors

Major emissions to air are vinylchloride (VCM) due to leakage and storage loss. According to the facility, VCM storage is carried out in pressurized tanks, at room temperature, but equipped with a connection to the VCM recovery system and a connection to the purge current treatment system, which allows its opening and intervention, minimizing atmospheric emissions. Also, the supply of VCM to the facility is done through a pipeline. Through this process, VCM transfer operations are not carried out, so there are no VCM emissions resulting from the operation of supplying VCM to the factory.

Emission factors applied are listed in the table below are obtained from EMEP Guidebook 2023 Volume 2.B: Tables 3.41 and 3.42 for particulate matter, and Tables 4.11 and 4.12 for NMVOC. Abatement efficiencies apllied for particulate matter in a modern plant (installation with average age; conventional dedusting; ESP; wet scrubber; some fugitives capturing) were taken from Table 3.62.

Table 4-29: Emission factors

Pollutant	Material	Unit	EF	Abatement efficiency
NMVOC	s-PVC	kg/t product	0.032	-
NMVOC	e-PVC	kg/t product	0.3	-
TSP	s-PVC/e-PVC	kg/t product	0.263	98%
PM10	s-PVC/e-PVC	kg/t product	0.100	96%
PM2.5	s-PVC/e-PVC	kg/t product	0.005	93%

4.3.23.4 Activity Data

There is only one PVC producing company in Portugal, which started operating in 1963 with exclusive production of s-PVC. e-PVC production started in 1982. Data on PVC production by type (s-PVC and e-PVC) was obtained from the facility for the whole time series and is presented in the figure below in relation to total production (%), due to confidentiality constraints.

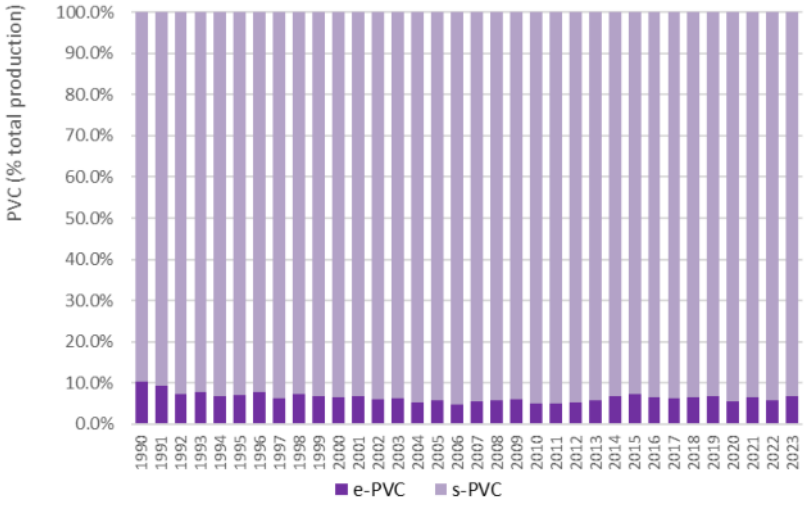

Figure 4-36: PVC production

4.3.23.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

Following a review recommendation regarding VCM production, the team learned there is only one PVC production facility in the country, operating since 1963.

Upon contacts with the facility, we obtained and updated PVC production data for the whole time series. This data was compared to PVC production data available from the IAPI industrial surveys from National Statistics, which was also revised following QA/QC procedures to the sector and is presented in the figure below.

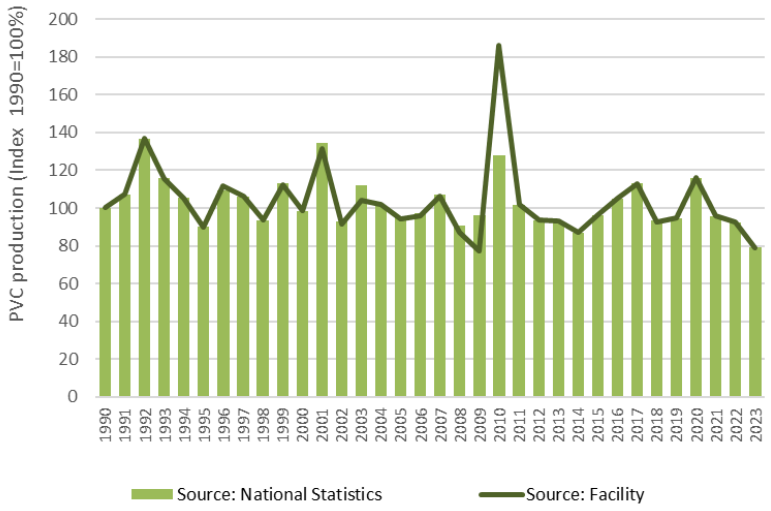

Figure 4-37: PVC production data – source comparison

4.3.23.6 Recalculations

No recalculations were made.

4.3.23.7 Further Improvements

No further improvements are planned for this sector.

4.3.24 Other Chemical Industry - Polypropylene Production (NFR 2.B.10.a – SNAP 040509)

4.3.24.1 Category description

This chapter addresses emissions estimates from the production of polypropylene (PP).

4.3.24.2 Methodology

Emissions were estimated according to the following equation:

Equation 4-35: Emissions from polypropylene production

$$Emi_x = AD \times \frac{EF_x}{1000}$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD: Polypropylene production data (t)

EF_x : Emission factor of pollutant "x" (kg/t Polypropylene)

4.3.24.3 Emission Factors

TSP and NMVOC emission factors were taken from Table 3.43 of chapter 2.B Chemical Industry of the 2023 EMEP Guidebook and are indicated in the table below.

Table 4-30: Emission factors

Pollutant	Unit	EF
NMVOC	kg/t Polypropylene	4.0
TSP	kg/t Polypropylene	1.5

4.3.24.4 Activity Data

Activity data was obtained from INE. Due to confidentiality constraints, polypropylene production is presented as a trend related to 1990 production.

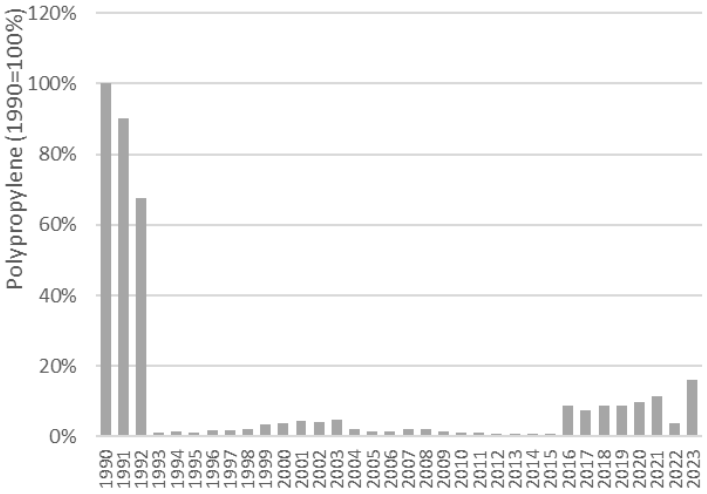

Figure 4-38: Polypropylene trend (1990=100%)

4.3.24.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.3.24.6 Recalculations

No recalculations were made.

4.3.24.7 Further Improvements

No further improvements are expected.

4.3.25 Other Chemical Industry - Polystyrene Production (NFR 2.B.10.a – SNAP 040511)

4.3.25.1 Category description

This chapter addresses emissions estimates from the production of polystyrene.

4.3.25.2 Methodology

Emissions were estimated according to the following equation:

Equation 4-36: Emissions from polystyrene production

$$Emi_x = AD \times \frac{EF_x}{1000}$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD: Polystyrene production data (t)

EF_x : Emission factor of pollutant "x" (kg/t Polystyrene)

4.3.25.3 Emission Factors

TSP and NMVOC emission factors were taken from Table 3.45 of chapter 2.B Chemical Industry of the 2023 EMEP Guidebook and are indicated in the table below.

Table 4-31: Emission factors

Pollutant	Unit	EF
NMVOC	kg/t Polystyrene	0.12
TSP	kg/t Polystyrene	0.004

4.3.25.4 Activity Data

From 1992 onwards, activity data was obtained from INE. In the period 1990-1991, data was estimated based on 1992 production and on GDP trend. Due to confidentiality constraints, polystyrene production is presented as a trend related to 1990 production.

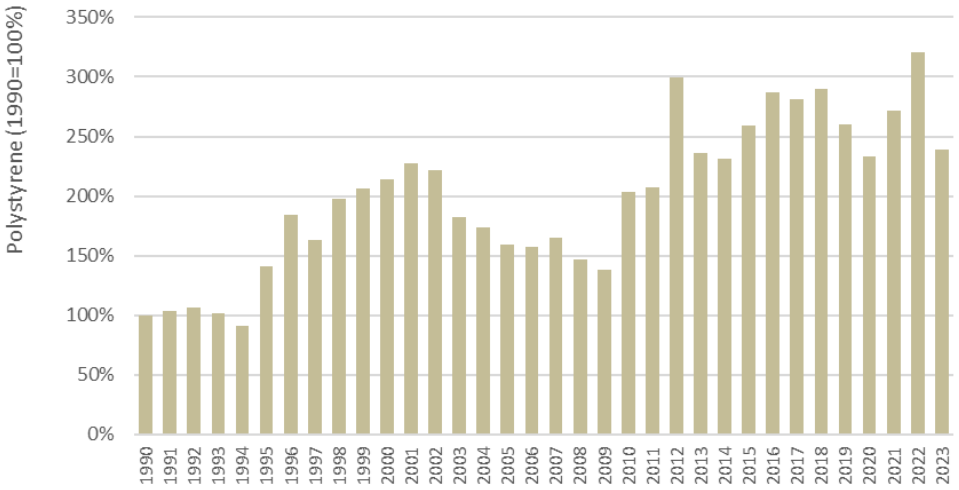

Figure 4-39: Polystyrene trend (1990=100%)

4.3.25.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.3.25.6 Recalculations

No recalculations were made.

4.3.25.7 Further Improvements

No further improvements are expected.

4.3.26 Other Chemical Industry - Formaldehyde Production (NFR 2.B.10.a – SNAP 040517)

4.3.26.1 Category description

This chapter addresses emissions estimates from the production of formaldehyde.

4.3.26.2 Methodology

Emissions were estimated according to the following equation:

Equation 4-37: Emissions from formaldehyde production

$$Emi_x = AD \times \frac{EF_x}{1000}$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD: Formaldehyde production data (t)

EF_x : Emission factor of pollutant "x" (kg/t Formaldehyde)

4.3.26.3 Emission Factors

CO, TSP and NMVOC emission factors were taken from Table 3.53 of chapter 2.B Chemical Industry of the 2019 EMEP Guidebook and are indicated in the table below.

Table 4-32: Emission factors

Pollutant	Unit	EF
NMVOC	kg/t Formaldehyde	7
TSP	kg/t Formaldehyde	0.0005
CO	kg/t Formaldehyde	12

4.3.26.4 Activity Data

Activity data was obtained from INE. Due to confidentiality constraints, formaldehyde production is presented as a trend related to 1990 production.

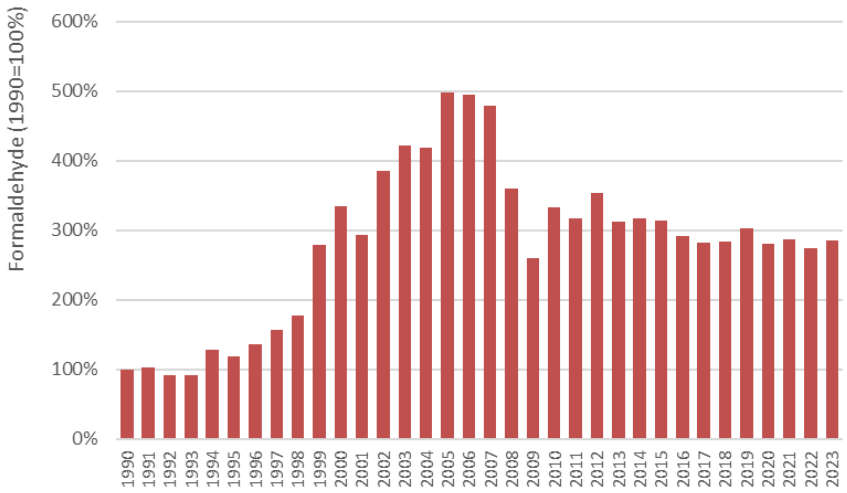

Figure 4-40: Formaldehyde trend (1990=100%)

4.3.26.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.3.26.6 Recalculations

No recalculations were made.

4.3.26.7 Further Improvements

No further improvements are expected.

4.3.27 Other Chemical Industry - Phthalic Anhydride Production (NFR 2.B.10.a – SNAP 040519)

4.3.27.1 Category description

In Portugal, solid and liquid phthalic anhydride was produced from 1983 to 2001, through catalytic oxidation. O-xylene was used as feedstock to oxidise phthalic acid, which was then dehydrated to phthalic anhydride. The gaseous stream was treated in a catalytic incinerator.

4.3.27.2 Methodology

Emissions were estimated according to the following equation:

Equation 4-38: Emissions from phthalic anhydride production

$$Emi_x = AD \times \frac{EF_x}{1000}$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD: Phthalic anhydride production data (t)

EF_x: Emission factor of pollutant "x" (kg/t Phthalic anhydride)

4.3.27.3 Emission Factors

Applied emission factors are listed in the table below and were taken from Table 6.5-1 of US-EPA AP-42, CH 6.5: Phthalic Anhydride, considering o-xylene was used as feed and that the gaseous stream was treated in a catalytic incinerator.

Table 4-33: Emission factors applied

Operation	EF SOx (kg/ton)	EF NMVOC (kg/ton)	EF CO (kg/ton)	EF TSP (kg/ton)
Main Process Steam	4.7	0	8	4
Pretreatment	0	0	0	0.4
Distillation	0	<0.1	0	2

4.3.27.4 Activity Data

From 1992 to 2001, activity data was obtained from INE. In the period 1990-1991, data was estimated based on average 1992-1994 production and on GDP trend. Phthalic Anhydride production ended in 2001. Due to confidentiality constraints, phthalic anhydride production is presented as a trend related to 1990 production.

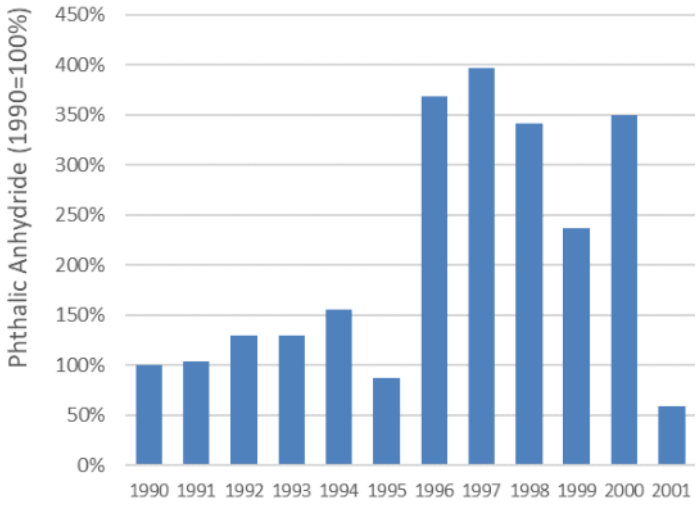

Figure 4-41: Phthalic Anhydride production trend (1990=100%)

4.3.27.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.3.27.6 Recalculation

No recalculations were made.

4.3.27.7 Further Improvements

No further improvements are planned.

4.4 Metal Industry (NFR 2.C)

4.4.1 Iron and Steel Production (NFR 2.C.1)

4.4.1.1 Category description

The iron and steel industry is a highly material and energy-intensive industry. More than half of the mass input becomes outputs in the form of off-gases and solid wastes or by-products. The contribution of this sector to the total emissions to air is considerable for a number of pollutants, especially for some heavy metals and polychlorinated dibenzo-p-dioxins and dibenzofurans (PCDD/F).

There are two iron and steel production plants operating in Portugal, dedicated to steel billets production, which are then processed mostly into long-product rolling like wire rod and rebar in straight lengths.

One of the plants started in 1976 and remained ever since as a secondary steel-making facility, producing steel mainly from recycled steel scrap in an Electric Arc Furnace (EAF).

The other plant started in 1961, as a primary facility that produced both iron and steel from iron ore as well as scrap, otherwise known as an integrated iron and steel production facility. Since this process did not consume all the available scrap, the surplus was also used to produce steel, but in an independent EAF. This facility integrated iron and steel production until 2001.

The following units were part of the integrated iron and steel production facility that operated from 1961 to 2001:

- Metallurgical Coke production
- Lime production
- Sinter production
- Cogeneration facility
- Ironmaking in Blast Furnace
- Steelmaking: in Basic Oxygen Furnace (BOF) and EAF
- Rolling mills

In the integrated iron and steel production facility, the main raw materials - national iron ores and limestone as well as imported coal -, were transported to the premises and were stored in silos.

METALLURGICAL COKE PRODUCTION

Metallurgical Coke was produced in the coke plant by destructive distillation of imported coal in coke ovens, where coal was subjected to heat in an oxygen-free atmosphere until all volatile components in the coal evaporate. Process heat came from the combustion of gases between the coke chambers. The material remaining was called coke. Metallurgical coke was then used in the blast furnace to reduce iron ore to iron. Tar and coke oven gas were by-products of metallurgical coke production. Coke oven gas was partly recirculated to be used as fuel in the coke ovens. The remaining coke oven gas was used as fuel as well, in other units of the integrated iron and steel production facility.

According to the 2019 EMEP Guidebook, metallurgical coke production is considered to be an energy use of fossil fuel, hence emissions are addressed and reported under category 1.A.1.c – Manufacture of solid fuels - section 3.3.3 of the Energy chapter. Similarly, all fuel consumed in this source category not allocated as input to the sinter plants and blast furnace is considered fuel combustion and addressed in category 1.A.1.c.

Fugitive emissions from coke production may result from coal preparation, coal charging, oven leakage during the coking period, coke removal and hot coke quenching. Leaks may also occur from poorly sealed doors, charge lids, off take caps, collecting main and from cracks that may develop in oven brickwork (USEPA, 2000). Fugitive emissions from coke production in the coke plant are estimated and reported under category 1.B.1.b. – Solid fuel transformation - section 3.8.2 of the Energy chapter.

LIME PRODUCTION

In iron and steel production, lime is used in the production of sinter, in the production of liquid steel in blast furnace charging and EAF mixtures, for slag formation and to promote steel desulphurization and dephosphorization. There are no emissions from lime use in these kilns. However, production of lime from limestone results in CO_2 emissions from decarbonizing.

From 1990-2001, the integrated iron and steel facility produced lime as a non-marketed intermediate product, to consume internally in its kilns. Those emissions are reported in category 2.A.2 and addressed in chapter 4.2.4 - Lime Production in Iron and Steel. In 2002, one company carried out an extensive investment program to autonomize the lime kiln of the industrial structure and automate the operation, restarting operations as an independent dedicated lime production facility. Lime production emissions from this company are reported in category 2.A.2 and addressed in chapter 4.2.3 - Lime Production in Dedicated Plants.

Note: The other facility has always purchased lime from national lime dedicated plants. Lime production emissions are reported in category 2.A.2 and addressed in section 4.2.3 - Lime Production in Dedicated Plants.

SINTER PRODUCTION

In the sinter production unit, the fines of the iron ores sieved together with other iron bearing materials such as pyrite ash or iron scrap, the lime and the coke breeze, were mixed in the correct proportion and heated under vacuum. High temperatures lead to the melting of iron ore particles, which caused the materials to agglomerate in order to obtain a product called sinter which had excellent reducibility qualities to be sent to the blast furnace.

Part of the coke oven gas produced onsite in the coke plant was used as fuel in the sinter plant.

Operation of the sinter production unit produced emissions from various pollutants from oxidation of the coke breeze and other inputs. These emissions are reported and addressed in this chapter.

Emissions from combustion process in the sintering unit (namely NOx, SOx and CO) are reported under category 1.A.2.a – Manufacture Industries and construction.

COGENERATION UNIT

This unit generated electricity for consumption at the integrated iron and steel production facility. The fuels used were the following:

- Total tar quantity produced onsite in the coke plant;
- Part of the coke oven gas produced onsite in the coke plant;
- Part of the blast furnace gas produced onsite in the blast furnace;
- Fuel oil.

Operation of the cogeneration unit produced combustion emissions which are reported under category 1.A.2.a – Manufacture Industries and construction.

IRONMAKING IN BLAST FURNACE

In the ironmaking facility, coke, lime and sinter were added to the blast furnace, where iron oxides and coke and fluxes reacted with blast air to form molten reduced iron (pig iron), resulting in air emissions of carbon monoxide (CO), carbon dioxide (CO2) and NMVOCs. Emissions occurred during casting and in the blast furnace top.

Carbon served a dual purpose in the ironmaking process, primarily as a reducing agent to convert iron oxides to iron, but also as an energy source to provide heat when carbon and oxygen react exothermically. According to the 2019 EMEP Guidebook, all carbon used in blast furnaces should be considered process-related IPPU emissions.

In order to achieve a higher combustion temperature, the ironmaking facility included 3 cowpers, discontinuous type heat exchangers where a stack of refractory was alternately heated by the gas from the combustion of blast furnace gas and cooled by the circulation of the insufflated air, thus transferring energy accumulated in it during the heating period. In this way, the gas resulting from process in the blast furnace - blast furnace gas -, with a high CO content, was partly recirculated to be used as fuel in the blast furnace. The remaining blast furnace gas was used as fuel as well in the cogeneration unit. Part of the coke oven gas produced onsite in the coke plant was also used as fuel in the blast furnace.

According to the 2019 EMEP Guidebook, all emissions of NOx, SOx and CO are assumed to originate from the combustion activities in the blast furnace; these emissions are included in source category 1.A.2.a. Process emissions resulting from casting operations and seal leaks at top of the furnace are addressed and reported in this chapter.

Pig iron resulting from the blast furnace and scrap were then transformed into steel in subsequent furnaces, namely in a Basic Oxygen Furnace and in an Electric Arc Furnace.

STEELMAKING IN BASIC OXYGEN FURNACE (BOF) AND EAF

In the Basic Oxygen Furnace, molten pig iron from the blast furnace and steel scrap were melted with the injection of a substantial source of oxygen and oxidized part of the carbon associated with iron to produce steel. This carbon was emitted mostly as CO. Other emissions from BOF were iron oxides, oxides of other metals, sulphur and particulate matter.

Regarding EAF, although located in the integrated iron and steel plant, it consisted of a stand-alone operation because of its fundamental reliance on scrap as a raw material instead of iron. In the EAF, pig iron and steel scrap are subjected to an electric discharge through carbon (graphite) electrodes that reduces its carbon content to produce steel.

Since the EAF process is mainly one of melting scrap and not reducing oxides, carbon's role is not as dominant as it is in the blast furnace/BOF process. In the EAF, CO_2 emissions are mainly associated with carbon additives such as graphite electrodes, anthracite and coke consumption. According to the 2019 EMEP Guidebook, all carbon used in EAFs and other steelmaking processes should be considered process-related IPPU emissions.

Next, the adjustment of the molten steel is carried out in a separate oven, known as a pot oven. In this oven, the homogenization of steel is promoted as well as the introduction of additions and metallic alloys, to adjust its composition.

After adjustment, molten steel from the pot oven is shaped into ingots or billets.

ROLLING MILLS

In some cases, ingots or billets are reheated in a kiln and processed in rolling mills, in order to be reshaped into long-product rolling like wire rod and rebar in straight lengths.

Emissions from this finishing process are mostly particulate matter besides combustion pollutants. Combustion emissions from this process are reported in category 1.A.2.a - Manufacture Industries and construction.

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Emissions of carbon may occur as CO and NMVOC but it is assumed that they are subsequently converted in atmosphere in CO_2. Some carbon may remain in pig iron after initial reducing in BF and partly may be emitted from oxidation in the BOF. Also EAF furnaces may result in carbon emission but from consumption of graphite anodes in the process.

Other pollutants may be emitted during steel production as result of its presence (or presence of its precursors) in original ore or in the material used to produce coke. That is the case of SO_x and heavy metals. But because combustion occurs with contact, emissions are modified - increase or decrease - by contact of combustion gases with products and emissions cannot be estimated by mass balance alone.

NO_x is formed from reaction of atmospheric nitrogen at high temperatures, which may result from fuel combustion or from high temperature generated at production processes.

Finally, particulate materials result from handling and storage of materials, such as coal, ore, coke and scrap, crushers and screening in raw materials preparation and finishing operations in products such as teeming into ingots and scarfing. Particulate matter results also from BF during casting and oxygen blow in BOF. Particulate materials are mostly composed of iron, sulphur and other metal oxides.

Around 2001, Portuguese economy entered a recession period that culminated with the dismantling of the integrated iron and steel production facility. From 2002 onwards, only the EAF process remained in operation in this facility.

The other plant has a similar steelmaking process through an EAF. From 2002 onwards, there is only secondary steel production through EAF in Portugal.

The table below indicates all emission streams for iron and steel operations and provides information on the categories under which these emissions are reported. However, although combustion emissions and process emissions are estimated separately, they are in fact emitted at same place and are inseparable in concept.

Table 4-34: Emission streams for iron and steel industry

Process/Activity description	Reporting period	Emission stream	NRF Code Report
Coke production	1990-2001	Combustion	1A1c
		Fugitive emissions	1B1b
Lime production	1990-2001	Process	2A2
Sinter production	1990-2001	Process	2C1d
Cogeneration	1990-2001	Combustion	1A2a
Ironmaking	1990-2001	Process	2C1b
Steelmaking: BOF	1990-2001	Process	2C1a
Steelmaking: EAF	1990-onwards	Process	2C1a
Rolling mills, pot ovens and reheating ovens	1990-onwards	Combustion	1A2a
Other machinery operation (a)	1990-onwards	Combustion	1A2gvii

(a) Consumption of fuels in other iron and steel related activities such as blowtorches, emergency generators, lift trucks operation, etc.

4.4.1.3 Methodology

Since there are different processes and different data sources available depending on the years, distinguished methodologies were used throughout the time series.

Process emissions for sinter, pig iron and steel production were estimated according to a product approach methodology.

Equation 4-39: Emissions from sinter, pig iron and steel production

$$Emi_p = AD \times EF_p$$

Where:

Emi: Emissions for pollutant p (t)

AD: Sinter, pig iron or steel production (t)

EF: Emission factor for pollutant p ($t/t_{production}$)

Process emissions from sinter, pig iron and steel production are reported in source code 2.C.1.

Emissions from coke production are estimated and reported in category 1.A.1.c – Manufacture of solid fuels. Fugitive emissions from coke production are estimated and reported under category 1.B.1.b – Solid fuel transformation.

4.4.1.4 Emission Factors

Emission factors for processes related to Iron and Steel Production are provided in the tables below.

Table 4-35: Sinter and pig iron production emission factors in the period 1990-2001

Pollutant	Sinter production (a)		Pig iron production (b)	
	Unit	EF	Unit	EF
SOx	g/t sinter	NE	g/t pig iron	NE
NOx	g/t sinter	NE	g/t pig iron	NE
NMVOC	g/t sinter	138	g/t pig iron	NE
CO	g/t sinter	NE	g/t pig iron	NE
TSP	g/t sinter	200	g/t pig iron	50
PM_{10}	g/t sinter	100	g/t pig iron	40
$PM_{2.5}$	g/t sinter	80	g/t pig iron	25
BC	% of $PM_{2.5}$	0.17	% $PM_{2.5}$	2.4
Pb	g/t sinter	3.5	g/t pig iron	0.00049
Cd	g/t sinter	0.004	g/t pig iron	8.1 E -7
Hg	g/t sinter	0.049	g/t pig iron	0.00019
As	g/t sinter	0.018	g/t pig iron	0.000024
Cr	g/t sinter	0.016	g/t pig iron	0.00024
Cu	g/t sinter	0.033	g/t pig iron	0.015
Ni	g/t sinter	0.09	g/t pig iron	NE
Se	g/t sinter	0.02	g/t pig iron	NE
Zn	g/t sinter	0.06	mg/t pig iron	0.73
PCB	mg/t sinter	0.09	mg/t pig iron	2.5
HCB	mg/t sinter	0.03	mg/t pig iron	NE
PCDD/ PCDF	ng I-TEQ/ton sinter	8.0	µg I-TEQ/t pig iron	0.002
Benzo(α)pyrene	g/t sinter	NE	g/t pig iron	NE
Benzo(β)fluoranthene	g/t sinter	NE	g/t pig iron	NE
Benzo(k)fluoranthene	g/t sinter	NE	g/t pig iron	NE
Indeno(1,2,3-cd)pyrene	g/t sinter	NE	g/t pig iron	NE
Total PAH	g/t sinter	0.3	g/t pig iron	2.5

Emission factors for Sinter and Pig Iron production are taken from Tables 3-2 and 3-11 from Vol. 2.C.1 of the 2019 EMEP Guidebook, respectively.

Table 4-36: Basic Oxygen Furnace and Electric Arc Furnace emission factors

Pollutant	BOF production (a)		EAF production (b)	
	Unit	EF	Unit	EF
SOx	g/t steel	NE	g/t steel	60
NOx	g/t steel	10	g/t steel	130
NMVOC	g/t steel	NE	g/t steel	46
CO	g/t steel	3500	g/t steel	1700
TSP	g/t steel	35	g/t steel	30
PM_{10}	g/t steel	32	g/t steel	24
$PM_{2.5}$	g/t steel	28	g/t steel	21
BC	% $PM_{2.5}$	0.36	% $PM_{2.5}$	0.36
Pb	g/t steel	4	g/t steel	2.6
Cd	g/t steel	0.067	g/t steel	0.2
Hg	g/t steel	0.0014	g/t steel	0.05
As	g/t steel	0.4	g/t steel	0.015
Cr	g/t steel	2.3	g/t steel	0.1
Cu	g/t steel	0.02	g/t steel	0.02
Ni	g/t steel	0.13	g/t steel	0.7
Se	g/t steel	0.003	g/t steel	3.6
Zn	g/t steel	4	mg/t steel	2.5
PCB	mg/t steel	2.5	mg/t steel	NE
HCB	mg/t steel	NE	mg/t steel	NE
PCDD/ PCDF	µg I-TEQ/t steel	0.69	µg I-TEQ/t steel	3
Benzo(α)pyrene	g/t steel	NE	g/t steel	NE
Benzo(β)fluoranthene	g/t steel	NE	g/t steel	NE
Benzo(k)fluoranthene	g/t steel	NE	g/t steel	NE
Indeno(1,2,3-cd)pyrene	g/t steel	NE	g/t steel	NE
Total PAH	g/t sinter	0.01	g/t steel	0.48
(a) Source: EMEP/EEA guidebook 2019, Vol. 2.C.1, Table 3-14 (b) Source: EMEP/EEA guidebook 2019, Vol. 2.C.1, Table 3-15				

Table 4-37: Pot oven and rolling mills emission factors

Pollutant	Unit	EF (a)	Pollutant	Unit	EF (a)
SOx	g/GJ	47	Cr	g/GJ	0.2
NOx	g/GJ	513	Cu	g/GJ	0.22
NMVOC	g/GJ	25	Se	g/GJ	0.11
CO	g/GJ	66	Zn	g/GJ	29
TSP	g/GJ	20	PCB	g/GJ	NE
PM_{10}	g/GJ	20	HCB	g/GJ	NE
$PM_{2.5}$	g/GJ	20	PCDD/F	µg I-TEQ/GJ	1.4
BC	% $PM_{2.5}$	56	Benzo(α)pyrene	g/GJ	1.9
Pb	g/GJ	0.08	Benzo(β)fluoranthene	g/GJ	15
Cd	g/GJ	0.006	Benzo(k)fluoranthene	g/GJ	1.7
Hg	g/GJ	0.12	Indeno(1,2,3-cd)pyrene	g/GJ	1.5
As	g/GJ	0.03	Total 4 PAHs	g/GJ	20.1
Source: EMEP/EEA guidebook 2019, Vol. 1.A.2, Table 3-4					

From 2002 onwards there is only secondary steel production. Therefore, in this period there are only emission factors related to electric arc furnace, pot oven and rolling mills.

4.4.1.5 Activity Data

Concerning the integrated iron and steel production facility, there are differences in the activity data used in estimates for the period 1990-2001 and from 2002 onwards.

Activity data for emissions estimates related to the integrated iron and steel production facility for the period 1990-2001 comprehend coke consumption, sinter, pig iron and steel production and also scrap consumption. The following sources of information were used to establish activity data time series:

- Annual coke production was obtained from DGEG (Coke plant Balance) from 1990 to 2001. From 2002 onwards, there is no coke production in the iron and steel industry in Portugal;

- Annual production of sinter and pig iron were obtained directly from the facility from 1991 to 1994. For 1990 and from 1995 to 2001, pig iron production was obtained from Worldsteel Association. For 1990 and from 1995 to 2001, sinter production was estimated using pig iron production as surrogate data, given that all sinter produced was consumed in the blast furnace to produce pig iron. Therefore, for the missing years, sinter production was estimated according to the following equation:

Equation 4-40: Sinter production in the integrated iron and steel facility

$$SI_y = PI_y \times \frac{SI_{1991-1994}}{PI_{1991-1994}}$$

Where:

SI_y: Sinter production in year y (t)

PI_y: Pig iron production in year y (t)

$SI_{1991-1994}$: Average Sinter production in period 1991-1994 (t)

$PI_{1991-1994}$: Average Pig iron production in period 1991-1994 (t)

- From 2002 onwards there is no sinter and pig iron production;

- Annual total steel production from BOF as well as from EAF were obtained from Worldsteel Association from 1990 to 2001, although some years were corrected with existing national data. From 1990 to 2001, annual steel production from EAF for the integrated facility was estimated based on the following equation:

Equation 4-41: EAF steel production in the integrated iron and steel facility – 1990-2001

$$ST_{EAF\ IN\ I\&S} = ST_{EAF\ IN\ WSA} - ST_{EAF\ IN\ OF}$$

Where:

$ST_{EAF\ IN\ I\&S}$: Annual steel production from EAF for the integrated facility (t)

$ST_{EAF\ IN\ WSA}$: Annual total steel production from EAF from Worldsteel Association (t)

$ST_{EAF\ IN\ OF}$: Annual steel production from EAF for the other facility (t) (detail addressed further ahead)

- From 2002 onwards there is no steel production resulting from BOF;

- Annual scrap consumption was obtained directly from the facility from 1990 to 1994. From 1995 to 2001, scrap consumption was estimated using steel production as surrogate data.

Production of total steel and intermediate products in the integrated iron and steel facility is presented in the figure below for the period 1990-2001. As an integrated iron and steel facility, the close relationship between intermediate products and steel produced through BOF is notorious, since their production is intrinsically related to the final amount of steel produced. On the other hand, steel produced from EAF is an independent operation, given that the raw material used is scrap and not iron. From 1990 to 2000, steel produced from EAF represents a minor contribution for total steel production. As we approach the end of this period, steel produced from EAF begins to have more relevance, given the recession effects and the fact that scrap is a cheaper raw material.

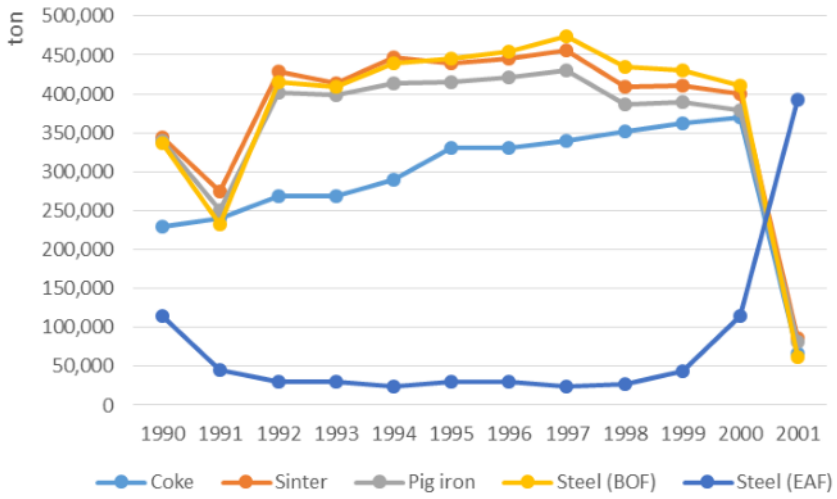


Figure 4-42: Integrated iron and steel facility – production of steel and intermediate products (1990-2001)

Activity data for estimation of CO_2 emissions from iron and steel production from 2002 onwards comprehends fuel consumption (natural gas, gasoil and propane), raw materials consumption. The emissions related to the fuel consumption are reported in source code 1.A.2.a.

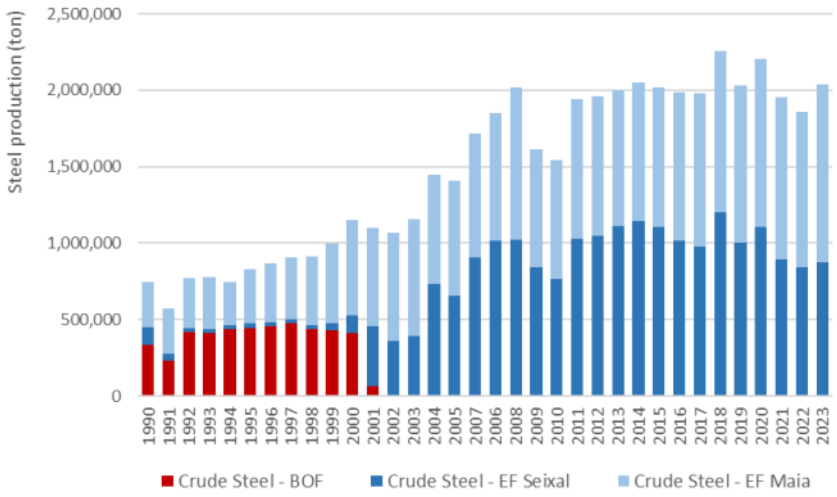
From 2002 to 2005:

- Annual steel production from EAF was estimated based on Equation 4-41;
- Annual scrap and pig iron consumption were estimated using steel production as surrogate data.

Concerning the other facility, annual steel production from EAF as well as annual scrap and pig iron consumption from 1990 to 2004 were obtained directly from the facility.

From 2005 onwards, data on consumption of raw materials as well as steel production (as billets) were obtained from EU-ETS for the two facilities.

The figure below presents national steel production by process for the whole time series.



I&S: Integrated Iron and Steel facility

Figure 4-43: Steel production by process

The figure above shows the recession period in the Portuguese economy that culminated in the dismantling of the integrated iron and steel production plant (red), remaining steel production through the EAF (dark blue).

4.4.1.6 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

Emissions estimates were based on a bottom-up approach with collection of plant specific crude steel production data. A comparison was made using a top-down approach based on crude steel production data obtained from the WorldSteel Association. There are slight differences using the two different approaches but, generally, data is consistent.

Data received from the two plants is also cross-checked with data obtained from the energy balance. Part of the differences (fuel consumption data in the national energy balance and in the EU ETS) is considered under source “1.A.2.a”. The differences related to other fuels are reported under source “1.A.2.g.viii”, since this could be a misallocation from the energy balance.

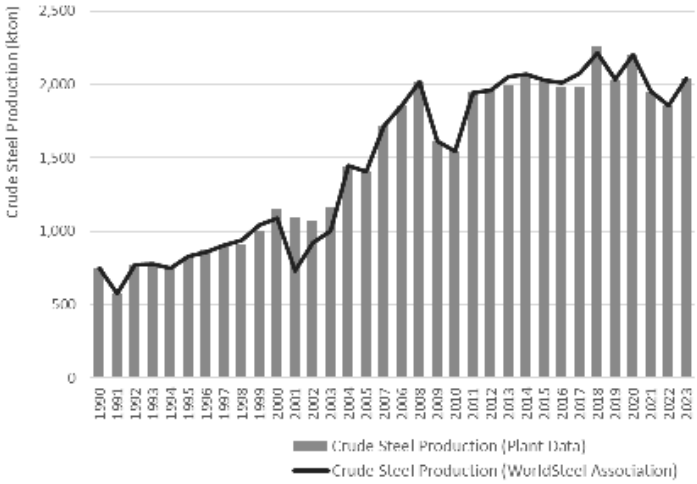


Figure 4-44: Crude steel production in Portugal – comparison of approaches

4.4.1.7 Recalculations

No recalculations were made.

4.4.1.8 Further Improvements

No further improvements are planned for this sector.

4.4.2 Ferroalloys Production (NFR 2.C.2 – SNAP 040302)

Concerning ferroalloys production, following a review recommendation, a EUROSTAT Sold Production Database research showed production data for ferroalloys in Portugal, specifically "Production of ferro-cerium, pyrophoric alloys, articles of combustibles, n.e.c. (in kg)", however, there are too many missing years in order to create a consistent time series.

In order to assess the relevance of emissions resulting from the above mentioned activity data, rough conservative TSP, PM_{10}, $PM_{2.5}$ and BC estimates were made. Available activity data (from 2011-2014, 2017-2023) were obtained from national statistics and Eurostat. Tier 1 emission factors were applied according to the 2019 EMEP/EEA Guidebook (Table 3.1 of chapter "2.C.2 - Ferroalloys production").

These estimates were found to be well below the threshold of significance (between 0.0003ton and 0.13ton).

Therefore, and given the scarcity of the activity data in order to assess a timeline, we report 2.C.2 as Not Estimated.

4.4.3 Aluminium Production (NFR 2.C.3 – SNAP 040301; 030310)

4.4.3.1 Category description

This chapter addresses emissions estimates from the production of aluminium. In Portugal, according to information received from the General Directorate of Economic Activities (DGAE), there is only secondary aluminium production from ingots.

4.4.3.2 Methodology

Emissions from Aluminium production were estimated in accordance with the 2019 EMEP Guidebook.

Emissions of TSP, PM_{10} and $PM_{2.5}$ were estimated according to the following equation:

Equation 4-42: Particulate matter emissions from aluminium production

$$Emi_x = AD \times \frac{EF_x}{1000} \times (100\% - \eta_{abatement})$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD: Aluminium production (t)

EF_x: Emission factor of pollutant "x" (kg/t Aluminium)

$\eta_{abatement}$: Abatement technology efficiency (%)

For BC:

Equation 4-43: Black carbon emissions from aluminium production

$$Emi_{BC} = Emis_{PM2.5} \times EF_{BC}$$

Where:

Emi_{BC}: Black Carbon emissions (t)

$Emi_{PM2.5}$: $PM_{2.5}$ emissions (t)

EF_{BC}: Black Carbon emission factor (% $PM_{2.5}$)

For PCDD/F (Dioxins and Furans):

Equation 4-44: PCDD/F (Dioxins and Furans) emissions from aluminium production

$$Emi_{PCDD/F} = AD \times \frac{EF_{PCDD/F}}{1 \times 10^6}$$

Where:

$Emi_{PCDD/F}$: Emissions of dioxins and furans (g I-TEQ)

AD: Aluminium production (t)

EF_x: Emission factor of dioxins and furans (µg I-TEQ/t Aluminium)

HCB emissions result from the use of hexachloroethane (HCE) in secondary aluminium production. According to legislation regarding the phasing-out of the use of HCE in the non-ferrous metal industry (which includes the secondary aluminium industry), the use of that substance by the aluminium industry in Portugal was prohibited since 2002. Therefore, from 2003 onwards, HCB emissions are reported as NA. For the period 1990-2002, no data on national emissions of HCB in secondary aluminium industries is available.

From 1990 to 2002, HCB emissions were estimated according to the following equation:

Equation 4-45: HCB emissions from aluminium production – 1990-2002

$$Emi_{HCB} = AD \times \frac{EF_{HCB}}{1000}$$

Where:

Emi_{HCB}: Emissions of HCB (kg)

AD: Aluminium production (t)

EF_{HCB}: Emission factor of HCB (g/t Aluminium)

4.4.3.3 Emission Factors

Emission factors and abatement technologies were taken from EMEP guidebook 2019 and are listed in the tables below.

Table 4-38: Emission factors

Pollutant	Unit	EF	Source
TSP	kg/t Aluminium	2	Table 3.4 of chapter "2.C.3 Aluminium Production" of EMEP/EEA air pollutant emission inventory guidebook 2016
PM_{10}	kg/t Aluminium	1.4	
$PM_{2.5}$	kg/t Aluminium	0.55	
BC	% $PM_{2.5}$	2.3%	
PCDD/F	µg I-TEQ/t Aluminium	35	
HCB	g/t Aluminium	5	

Table 4-39: Abatement technologies efficiencies

Pollutant	Unit	EF	Abatement Technology	Source
TSP	%	98.1%	Coated Fabric Filter	Table 3.5 of chapter "2.C.3 Aluminium Production" of EMEP/EEA air pollutant emission inventory guidebook 2016
PM_{10}	%	99.9%		
$PM_{2.5}$	%	99.6%		

Data on abatement technologies was selected based on expert judgement. This data will be improved in future submissions based on plant specific data.

4.4.3.4 Activity Data

There is only secondary aluminium production in Portugal.

From 1992 onwards, data on secondary aluminium production was obtained from INE. In the period 1990-1991, data was estimated based on 1992 production and on GDP trend.

Due to confidentiality constraints data, is presented as an index value related to 1990 production.

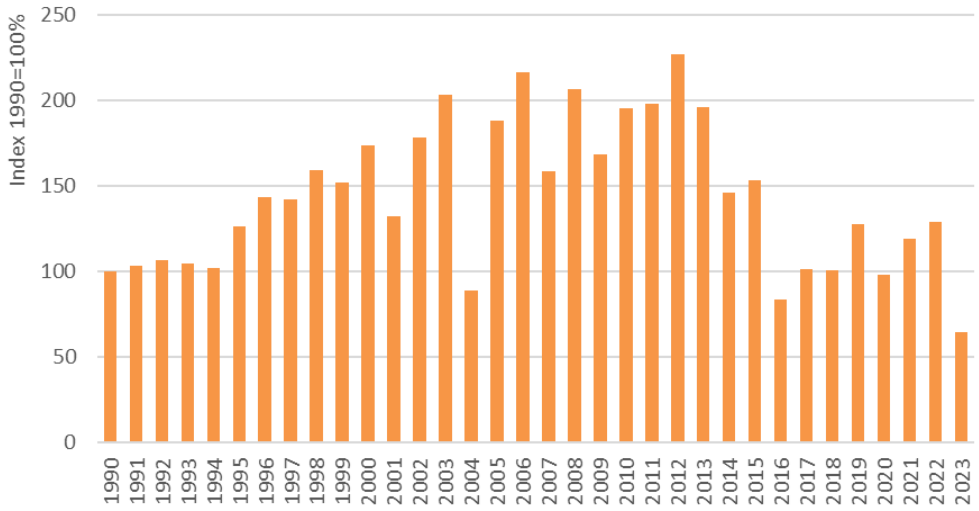


Figure 4-45: Secondary Aluminium production (Index 1990=100%)

4.4.3.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.4.3.6 Recalculations

No recalculations were made.

4.4.3.7 Further Improvements

Efforts will be made in order to obtain plant specific data on abatement technologies.

4.4.4 Magnesium Production (NFR 2.C.4)

According to INE, there is no magnesium production in Portugal.

4.4.5 Lead Production (NFR 2.C.5 – SNAP 040309b)

4.4.5.1 Category description

This chapter addresses emissions estimates from the production of lead.

4.4.5.2 Methodology

Emissions from lead production were estimated based on a Tier 2 methodology in accordance with the 2019 EMEP Guidebook. Emissions of TSP, PM_{10} and $PM_{2.5}$ were estimated according to the following equation:

Equation 4-46: Particulate matter emissions from lead production

$$Emi_x = AD \times \frac{EF_x}{1 \times 10^6} \times (100\% - \eta_{abatement})$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD: Lead production (t)

EF_x: Emission factor of pollutant "x" (g/t Lead)

$\eta_{abatement}$: Abatement technology efficiency (%)

For SO_x, Pb, Cd, As and Zn:

Equation 4-47: SO_x, Pb, Cd, As and Zn emissions from lead production

$$Emi_x = AD \times \frac{EF_x}{1 \times 10^6}$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD: Lead production (t)

EF_x: Emission factor of pollutant "x" (kg/t Lead)

For PCDD/F (Dioxins and Furans):

Equation 4-48: PCDD/F (Dioxins and Furans) emissions from lead production

$$Emi_{PCDD/F} = AD \times \frac{EF_{PCDD/F}}{1 \times 10^6}$$

Where:

$Emi_{PCDD/F}$: Emissions of dioxins and furans (g I-TEQ)

AD: Lead production (t)

EF_x: Emission factor of dioxins and furans (µg I-TEQ/t Lead)

For PCB:

Equation 4-49: PCB emissions from lead production

$$Emi_{HCB} = AD \times \frac{EF_{HCB}}{1000}$$

Where:

Emi_{HCB}: Emissions of PCB (kg)

AD: Lead production (t)

EF_{PCB}: Emission factor of PCB (µg/t Lead)

4.4.5.3 Emission Factors

Emission factors and abatement technologies considered are listed in the tables below.

Table 4-40: Emission factors

Pollutant	Unit	EF	Source
SO_x	g/t Lead	5000	Table 3.5 of chapter "2.C.5 Lead Production" of EMEP/EEA air pollutant emission inventory guidebook 2019
Pb	g/t Lead	1.1	
TSP	g/t Lead	20	
PM_{10}	g/t Lead	16	
$PM_{2.5}$	g/t Lead	8	
Cd	g/t Lead	0.05	
As	g/t Lead	0.3	
Zn	g/t Lead	0.05	
PCDD/F	µg I-TEQ/t Lead	2.6	
PCB	µg/t Lead	3.2	

Table 4-41: Abatement technologies efficiencies

Pollutant	Unit	EF	Abatement Technology	Source
TSP	%	98.1%	Coated Fabric Filter	Table 3.6 of chapter "2.C.5 Lead Production" of EMEP/EEA air pollutant emission inventory guidebook 2019
PM_{10}	%	99.9%		
$PM_{2.5}$	%	99.6%		

4.4.5.4 Activity Data

There is only secondary Lead production in Portugal.

In the period 1990-1991, data has been estimated based on 1992 production and on GDP trend. In the period 1992-2005 and in 2017, data on secondary Lead production was obtained from INE.

Due to lack of information in INE and EUROSTAT, in the period 2006-2007 data has been estimated based on the interpolation of 2005 and 2008 production data.

In the period 2008-2015, data on secondary Lead production was obtained from EUROSTAT. In 2016, data has been estimated based on 2015 production and on GDP trend.

Due to confidentiality constraints data is presented as an index value related to 1990 production.

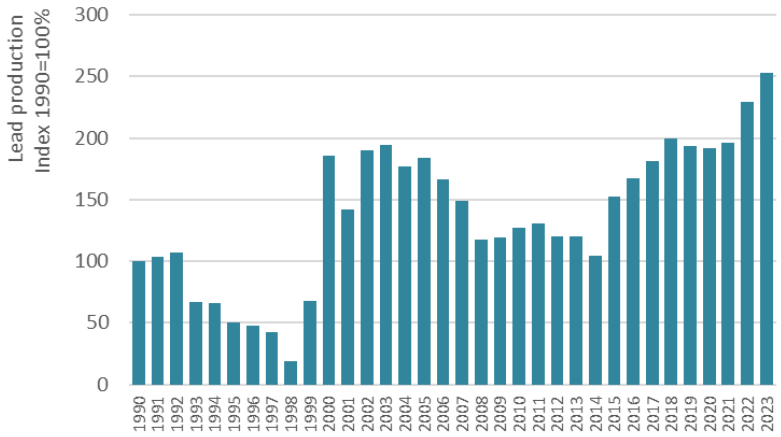


Figure 4-46: Secondary Lead production data (Index 1990=100%)

4.4.5.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.4.5.6 Recalculations

No recalculations were made.

4.4.5.7 Further Improvements

In order to improve time series consistency, Portugal intends to contact national statistics to obtain secondary lead production for the whole time series.

4.4.6 Zinc Production (NFR 2.C.6 – SNAP 040309c)

According to INE, there is no zinc production in Portugal.

4.4.7 Copper Production (NFR 2.C.7.a – SNAP 040309a)

4.4.7.1 Category description

This chapter addresses emissions estimates from the production of copper.

4.4.7.2 Methodology

Emissions from Copper production were estimated based on a Tier 2 methodology in accordance with the 2019 EMEP Guidebook. Emissions of TSP, PM_{10} and $PM_{2.5}$ were estimated according to the following equation:

Equation 4-50: Particulate matter emissions from copper production

$$Emi_x = AD \times \frac{EF_x}{1 \times 10^6} \times (100\% - \eta_{abatement})$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD: Copper production (t)

EF_x: Emission factor of pollutant "x" (g/t Copper)

$\eta_{abatement}$: Abatement technology efficiency (%)

For SO_x, Pb, Cd, As and Zn:

Equation 4-51: SO_x, Pb, Cd, As and Zn emissions from copper production

$$Emi_x = AD \times \frac{EF_x}{1 \times 10^6}$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD: Copper production (t)

EF_x: Emission factor of pollutant "x" (kg/t Copper)

For PCDD/F (Dioxins and Furans):

Equation 4-52: PCDD/F (Dioxins and Furans) emissions from Copper production

$$Emi_{PCDD/F} = AD \times \frac{EF_{PCDD/F}}{1 \times 10^6}$$

Where:

$Emi_{PCDD/F}$: Emissions of dioxins and furans (g I-TEQ)

AD: Copper production (t)

EF_x: Emission factor of dioxins and furans (µg I-TEQ/t Copper)

For PCB:

Equation 4-53: PCB emissions from Copper production

$$Emi_{HCB} = AD \times \frac{EF_{HCB}}{1000}$$

Where:

Emi_{HCB}: Emissions of PCB (kg)

AD: Copper production (t)

EF_{PCB}: Emission factor of PCB (µg/t Copper)

4.4.7.3 Emission Factors

Emission factors and abatement technologies considered are listed in the tables below.

Table 4-42: Emission factors

Pollutant	Unit	EF	Source
SO_x	g/t Copper	1320	Table 3.3 of chapter "2.C.7.a Copper Production" of EMEP/EEA air pollutant emission inventory guidebook 2019
Pb	g/t Copper	24	
TSP	g/t Copper	320	
PM_{10}	g/t Copper	250	
$PM_{2.5}$	g/t Copper	190	
BC	%PM2.5	0.1%	
Cd	g/t Copper	2.3	
As	g/t Copper	2	
Cu	g/t Copper	28	
Ni	g/t Copper	0.13	
PCDD/F	µg I-TEQ/t Copper	50	
PCB	µg/t Copper	3.7	

Table 4-43: Abatement technologies efficiencies

Abatement Technology	Pollutant	Unit	EF	Source
Coated Fabric Filter	TSP	%	98.1%	Table 3.4 of chapter "2.C.7.a Copper Production" of EMEP/EEA air pollutant emission inventory guidebook 2019
	PM_{10}	%	99.9%	
	$PM_{2.5}$	%	99.6%	

4.4.7.4 Activity Data

There is only secondary Copper production in Portugal.

From 1993 onwards, data was obtained from INE. In the period 1990-1992, data was estimated based on 1993 production and on GDP trend.

Following a 2018 UNFCCC In-country Review, due to lack of consistent information in INE, in the period 2005-2007 data has been estimated based on the interpolation of 2004 and 2008 production data and 2014 data has been estimated based on the interpolation of 2013 and 2015 production data.

Due to confidentiality constraints data is presented as an index value related to 1990 production.

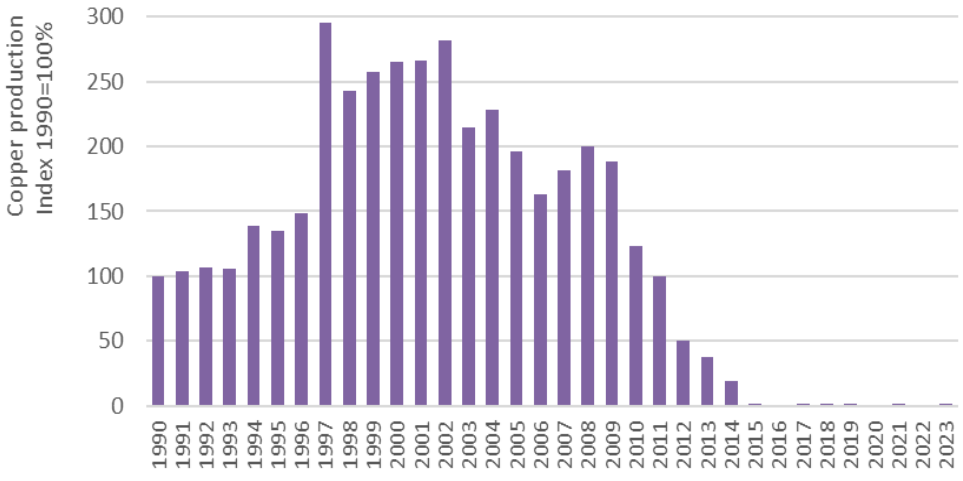


Figure 4-47: Secondary Copper production (Index 1990=100%)

4.4.7.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.4.7.6 Recalculations

No recalculations were made.

4.4.7.7 Further Improvements

Efforts will be made in order to obtain plant specific data.

4.4.8 Nickel Production (NFR 2.C.7.b – SNAP 040305)

According to INE, there is no nickel production in Portugal.

4.4.9 Other Metal Production (NFR 2.C.7.c – SNAP 040309z)

There is no other metal production in Portugal.

4.4.10 Storage, Handling and Transport of Metal Products (NFR 2.C.7.d – SNAP 041000)

4.4.10.1 Category description

This chapter addresses emissions estimates from the production of Storage, Handling and Transport of Metal Products, specifically the ones produced in Portugal – iron, aluminium, copper and lead.

4.4.10.2 Methodology

Emissions from Handling of Metal Products were estimated based in a Tier 2 methodology in accordance with EMEP/EEA air pollutant emission inventory guidebook (EMEP/EEA, 2019).

Emissions of TSP, PM_{10} and $PM_{2.5}$ were estimated according to the following equation:

Equation 4-54: Particulate matter emissions from other metal production

$$Emi_x = AD \times \frac{EF_x}{1 \times 10^6}$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD: Metal products handled (t Metal Products)

EF_x: Emission factor of pollutant "x" (g/t Metal Products)

Emissions from storage of metal products are not estimated due to lack of information on the areas used to store metal products.

4.4.10.3 Emission Factors

Emission factors applied are listed in the table below.

Table 4-44: Emission factors

Pollutant	Practice	Abatement Technology	Unit	EF	Source
TSP	Handling	Uncontrolled	g/t metal products	4	Table 3.4 of chapter "2.C.7.d Storage, handling and transport of metal products" of EMEP/EEA air pollutant emission inventory guidebook 2019
PM_{10}			g/t metal products	2	
$PM_{2.5}$			g/t metal products	0.2	

4.4.10.4 Activity Data

Activity Data used for this category´s estimates is indicated in iron, aluminium, copper and lead's activity data sub-chapters. Due to confidentiality constraints, data is presented as an index value related to 1990 production.

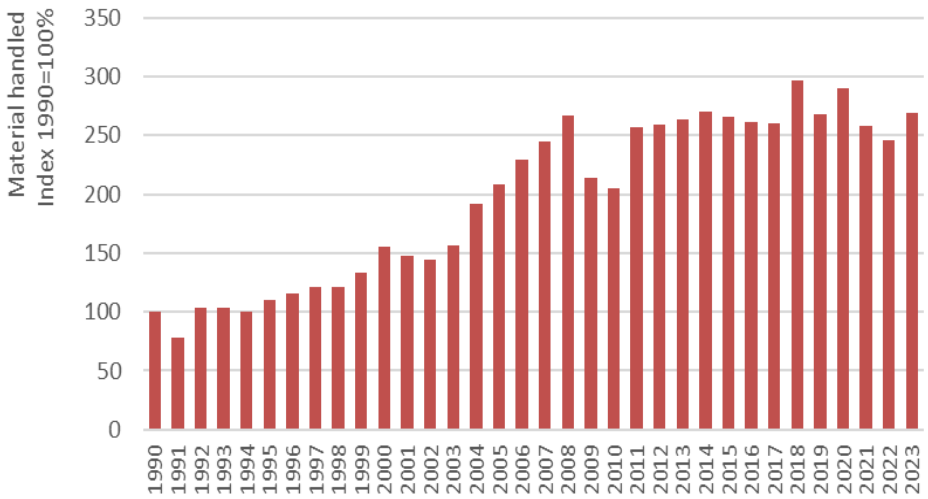


Figure 4-48: Metal products handled (Index 1990=100%)

4.4.10.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.4.10.6 Recalculations

No recalculations were made.

4.4.10.7 Further Improvements

Efforts will be made in order to obtain plant specific data on the areas used to store metal products. This improvement will allow the estimate of emissions from storage of metal products.

4.5 Solvent and other Product Use (2.D.3.a – 2.D.3.h)

4.5.1 Domestic solvent use including fungicides (NFR 2.D.3.a – SNAP 060408; 060411)

4.5.1.1 Category description

This chapter addresses emissions estimates from domestic solvent use (other than paint application). Solvents are used in a large number of products sold for public use. These include:

- Cosmetics and toiletries: products for the maintenance or improvement of personal appearance, health or hygiene;
- Household products: products used to maintain or improve the appearance of household durables (aerosol and non-aerosol);
- Construction/Do-It-Yourself: products used to improve the appearance or the structure of buildings such as adhesives and paint remover;
- Car care products (aerosol and non-aerosol): products used for improving the appearance of vehicles to maintain vehicles or winter products such as antifreeze;
- Pharmaceutical products;
- Pesticides such as garden herbicides and insecticides and household insecticide sprays may be considered as consumer products. Most agrochemicals, however, are produced for agricultural use and fall outside the scope of this section.

Emissions result from the evaporation of the NMVOC contained in products during their use. For most products, all NMVOC will be emitted to the atmosphere. However, in some products, NMVOC will be lost mainly in wastewater.

4.5.1.2 Methodology

NMVOC emissions were estimated using a Tier 2a approach from 2023 EMEP guidebook. Due to lack of national data on used amount of product or solvent content of products, this methodology was based on data supplied by European Solvents Industry Group (ESIG).

From 2013 onwards, Portugal's NMVOC emissions from Domestic solvent use (2.D.3.a) were obtained directly from ESIG.

Given there is no available information in the period 1990 to 2012, NMVOC emissions were estimated according to the following equation:

Equation 4-55: NMVOC emissions from Domestic solvent use – 1990-2012

$$Emi\ \mathrm{NMVOC}_{y} = GDP\ per\ capita_{y} \times \frac{Emi\ \mathrm{NMVOC}_{2015-2019}}{GDP\ per\ capita_{2015-2019}}$$

Where:

Emi NMVOC_{y}: NMVOC emissions in year y (ton NMVOC)

GDP per capita_{y}: GDP per capita in year y (€/hab)

Emi $\mathrm{NMVOC}_{2015\text{-}2019}$: Average NMVOC emissions in period 2015-2019 (ton NMVOC)

GDP per $\mathrm{capita}_{2015\text{-}2019}$: Average GDP per capita in period 2015-2019 (€/hab)

In order to ensure time series consistency, NMVOC emissions in 1990-2012 were based on the ratio between the average ESIG NMVOC emissions in the period 2015-2019 and the average PIB per capita in the period 2015-2019. We decided to fix ESIG data used as the average of the period 2015-2019, in order to avoid yearly corrections associated to the introduction of last year ratios and given it is the closest period with available and reliable data.

Also, we assumed that in the period 1990-2012, the consumption of this type of domestic products was related to availability of money and the purchasing power of Portuguese families, therefore, we chose GDP per capita as proxy data. PIB per capita time series PIB per capita time series was obtained from the National Statistics Office (INE).

4.5.1.3 Emission Factors

Due to lack of national data on used amount of product or solvent content of products, and following guidance from 2023 EMEP Guidebook, NMVOC emissions from Domestic solvent use (2.D.3.a) were obtained directly from ESIG for 2013 onwards.

Correction factors C (for the non-solvent emissions) and F (solvent fraction not considered in ESIG methodology) were also applied to ESIG's solvent VOC emissions, in order to include emissions from non-solvent product components, as well as emissions from missing solvents producers not included in the ESIG inventory. The correction factors are listed in the table below:

Table 4-45: Correction factors for solvent VOC emissions

Factor	Value
Correction factor for the non-solvent NMVOC emissions – C	1.11
Fraction of solvents not considered in the ESIG methodology - F	1.11
Source: GB 2023 - 2D3a - 3.2.3 Special case of Tier 2a	

Thus, total corrected solvent VOC emissions were estimated according to the following equation:

Equation 4-56: Total corrected solvent VOC emissions

$$Emi_{NMVOC\ CORR} = Emi_{NMVOC} \times C \times F$$

Where:

$Emi_{NMVOC\ IB\ CORR}$: Total corrected solvent VOC emissions (t)

Emi_{NMVOC}: Total solvent VOC emissions (t)

C: Correction factor for the non-solvent emissions

F: Correction factor for solvent fraction not considered in ESIG methodology

Total corrected 2.D.3.a solvent VOC emissions are presented in the next figure. 2020 NMVOC emissions are highly up due to ethanol consumption triggered by the COVID pandemic, during which significant amounts of ethanol were purchased in order to produce hand sanitizer, which is considered a domestic solvent use.

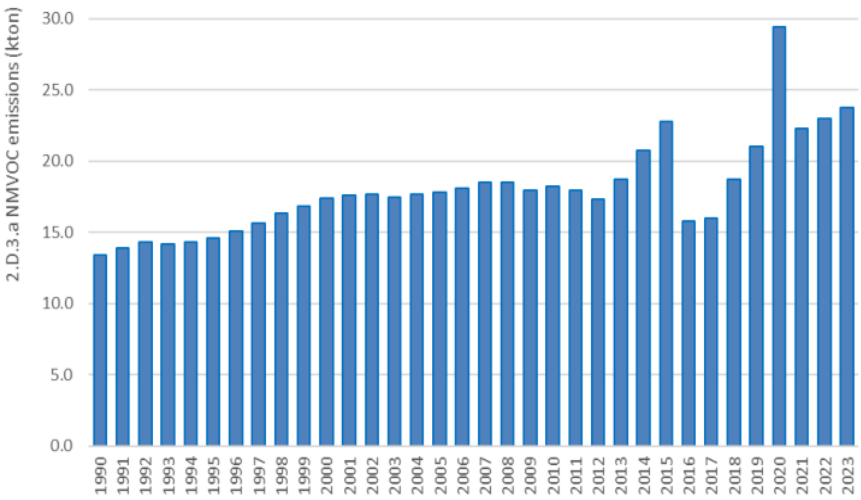


Figure 4-49: Total corrected 2.D.3.a solvent VOC emissions

4.5.1.4 Activity Data

The number of national inhabitants was obtained from INE and is presented in the figure below. This activity data intends to fulfil different obligations between CLRTAP and NECD submissions. The NFR tables submitted under the NECD refer to Portugal Mainland (without the Island of Azores and Madeira) - greens bars -, while the reporting tables submitted under CLRTAP refer to the present EMEP domain, i.e. the whole Portuguese territory – blue bars.

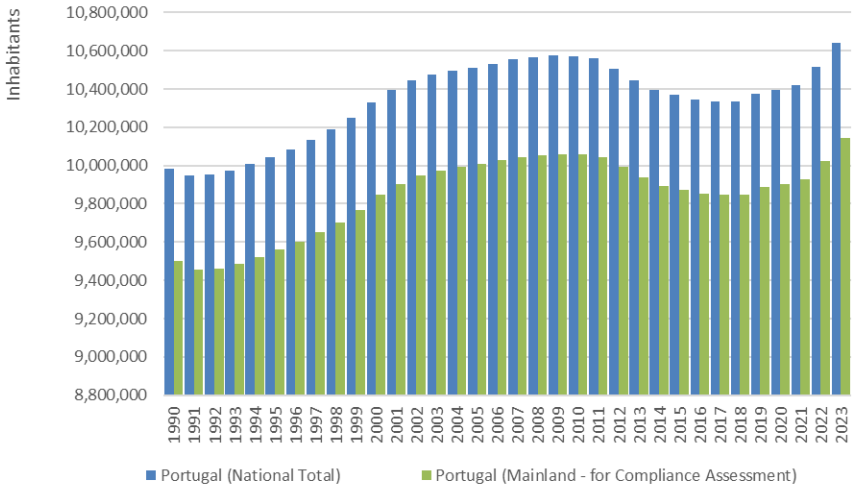


Figure 4-50: Portuguese population

4.5.1.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.1.6 Recalculations

Recalculations in 1990-2012 resulted from Population data update from 2011-2020.

4.5.1.7 Further Improvements

In the future, we intend to apply this methodology to other sub-categories in sector 2.D.3 based on ESIG data, whenever possible.

4.5.2 Road Paving with Asphalt (NFR 2.D.3.b – SNAP 040611)

4.5.2.1 Category description

Emissions estimates reported in this source category include emissions occurring from paving road surfaces with asphalt materials, as well as emissions occurring during operation of hot mix asphalt plants. Emissions from cold asphalt mixtures are not included in the inventory estimates, being assumed that they are negligible.

Road paving with asphalt is done by the application of several layers over roadbed. In volume, the majority of pavement is composed of layers of a compact aggregate and an asphalt binder (asphalt concrete). Asphalt concretes are classified either as hotmix or as coldmixes: cutback and emulsified asphalts. Liquefied asphalts – cutbacks and emulsions - are also used directly in seal and priming roadbed operations, sometimes in intermediate layers between applications of asphalt cement layers.

Aggregate materials incorporated in asphalt concrete are usually composed of coarse unconsolidated rock fragments, either obtained from rock crushing, natural alluvial deposits or by products from metal ore refining.

Hot mix asphalts are made by mixing the aggregate material together with the asphalt cement using high temperatures (150-160 Celsius degrees)[8]. Cold mix plants also involve mixing aggregate materials with an asphalt binder, but now the binder is an asphalt emulsion or is a cutback cement, and this process takes place at much lower temperature (40-60 Celsius degrees).

Asphalt emulsions are mixtures of asphalt cement with water and emulsifiers[9]. Cure may result from water evaporation alone or from the formation of chemical ionic bonds between aggregate materials (anionic and cationic emulsions). Asphalt cut-backs are asphalt cements fluidized by mixture with petroleum distillates: heavy fuel oil (Slow Cure), Kerosene (Medium Cure) or Gasoline/naphtha (Rapid Cure).

Emissions from application of pavement are mostly composed of NMVOC and certain toxic substances as PAH. Cutback asphalts result in the highest emissions due to the evaporation of part of the diluent containing VOC. Emulsified asphalts may also result in NMVOC emissions if they contain solvents in their composition. Hot mix asphalts in the other hand, result in minimum NMVOC emissions during application, because the organic component has high molecular weight and low vapour pressure (USEPA, 2001 – EIIP Volume III Chapter 17).

Asphalt pavements dominate road paving activity in Portugal, whereas rigid cement pavements are only about 5 % of total paved areas (APORBET).

Emissions during fabrication of asphalt concretes consist mainly in NMVOC and particulate matter that escape mostly from the drier. Other pollutants are also emitted but they result mostly from combustion of fuels and are considered in the Energy chapter (1.A.2)[10].

4.5.2.2 Methodology

NMVOC and particulate matter emissions from road paving with asphalt were estimated based on a Tier 2 methodology of 2019 EMEP Guidebook, according to the following equation:

$$Emi_p = AD \times EF_p$$

[8] That are needed to fluidize the asphalt cement.

[9] And also a solvent in several emulsion types.

[10] To avoid double counting and because from statistical information is not possible to separate fuel use in this particular activity sector.

Where:

Emi_p: Emissions of pollutant p (t)

AD: Asphalt used in Road Paving, by type (t)

EF_p: Emission factor of pollutant p (g/Mg asphalt)

According to the 2019 EMEP Guidebook, for road paving with asphalt, NOx, CO and SOx emission factors are not given in the chapter 2.D.3.b. It is assumed that these emissions originate from combustion activities. Although other available methodologies allow the calculation of emissions of several other pollutants from Hot mix asphalt production, in order to avoid double counting – and because fuel consumption in this activity could not be individualized from total fuel use in construction and building – only emissions of NMVOC and PM were estimated. Although double counting could nevertheless be made for these pollutants, it was considered that the production process results in specific emissions of these pollutants, which would be under-estimated if they would be estimated solely from fuel combustion. Particulate matter is enhanced by manipulation of aggregate materials and some NMVOC result not from incomplete combustion of fuel but also from partial evaporation of bitumen components.

4.5.2.3 Emission Factors

Tier 2 emission factors from Tables 3.2, 3.3 and 3.4 of chapter 2.D.3.b of 2019 EMEP Guidebook were applied in order to estimate emissions from hotmix and cutback asphalts.

Table 4-46: Emission factors for road paving with asphalt

Parameter	Unit	Hotmix - Batch mix	Hotmix - Drum mix	Cutback asphalt
NMVOC	g/Mg asphalt	16	15	30000
TSP	g/Mg asphalt	15000	13000	-
PM10	g/Mg asphalt	2000	3000	-
PM2.5	g/Mg asphalt	100	700	-
BC	% of PM2.5	5.7	2.5	-

There are no available EFs for the application of emulsified asphalt in the 2019 EMEP Guidebook.

Following the 2022 NECD review, the TERT recommended that Portugal identified appropriate EFs for emulsified asphalt and report the respective emissions. However, upon further investigation after the review, the inventory team could not find such emission factors. Following a contact to the EMEP Guidebook reviewers, they referred there is a lot of evidence that the emulsified asphalt emissions are not significant.

According to several studies and other manuals such as US-EPA Guidebook, emulsified asphalts consist of asphalt suspended in water containing an emulsifier. The petroleum distillate substitute is approximately 98% water and 2% emulsifier (composed of non-volatile organic chemicals).

The water evaporates during curing, while the emulsifier is retained in the asphalt. In this case, the application of an emulsified asphalt produces about a 100 % VOC emissions reduction.

Therefore, we will continue to assume no emissions resulting from the application of emulsified asphalt, given the low or non existing VOC content of this type of asphalt.

4.5.2.4 Activity Data

In Portugal, asphalt used in road paving is the sum of the following: Hot mix, emulsions and cutback asphalt.

From 1991 onwards, data on hot mix asphalt production is obtained from the publication "Asphalt in Figures", available from EAPA (European Asphalt Pavement Association). Bitumen in hot mix asphalt was estimated considering that it equals 5 % of hot mix asphalt. Emissions of Hot Mix Production depend if the equipment

is batch or continuous. Disagregation of Hot Mix production per equipment was done by expert judgement (PTEN, 2002), assuming a constant proportion of 46 % continuous and 54 % batch.

Total emulsions applied in road paving were also obtained from EAPA from 1997 onwards. For previous years, use of emulsions was estimated from the total quantity of asphalt materials applied as road pavement, also from EAPA, and considering a % of that bitumen that are emulsions. It was also assumed that this % was zero in 1990 and has increased to 19 % in 1996.

Cutback asphalt is seldom used in Portugal and it is sold only by two companies, according to information gathered at APORBET, the Portuguese Association of Producers of Bitumen Materials. Annual consumption were assumed equal to anual sales.

Currently, emulsified asphalt can substitute for cutback in almost any application. Emulsified asphalts gained popularity because of the energy and environmental problems associated with the use of cutback asphalts.

Asphalt used in road paving is presented in the figure below, by type.

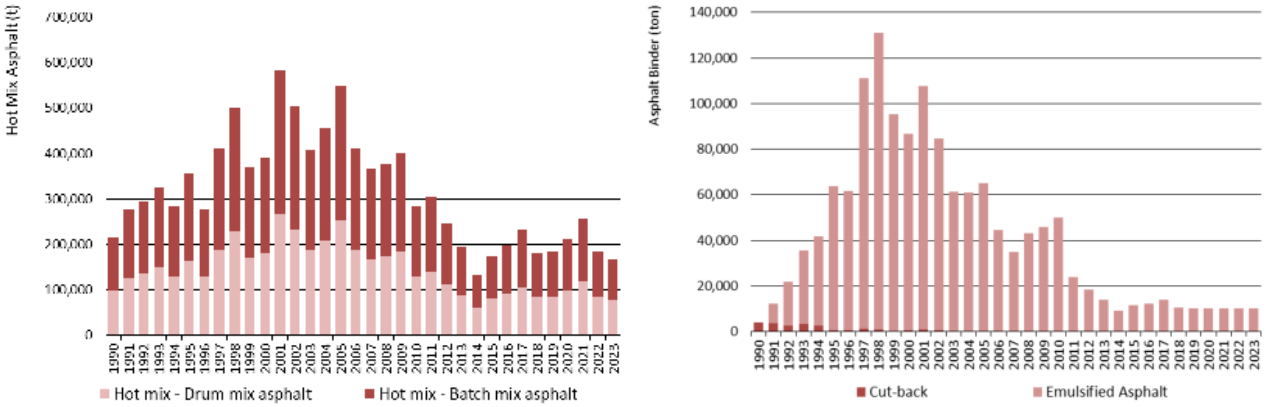


Figure 4-51: Asphalt in Portuguese road paving, by type

Emissions of Mainland Portugal represent 94.4 % of the total territory. This share has been estimated based on asphalt consumption on construction and public works.

4.5.2.5 Category specific QA/QC and verification

For QA/QC purposes, bitumen apparent consumption data under the item “Construction and public works” was collected from the Energy Balance published by DGEG and is presented in the figure below. Although this time series was not used in the inventory, it is nevertheless used for the verification that the estimates made for each road paving asphalt materials are coherent with bitumen apparent consumption.

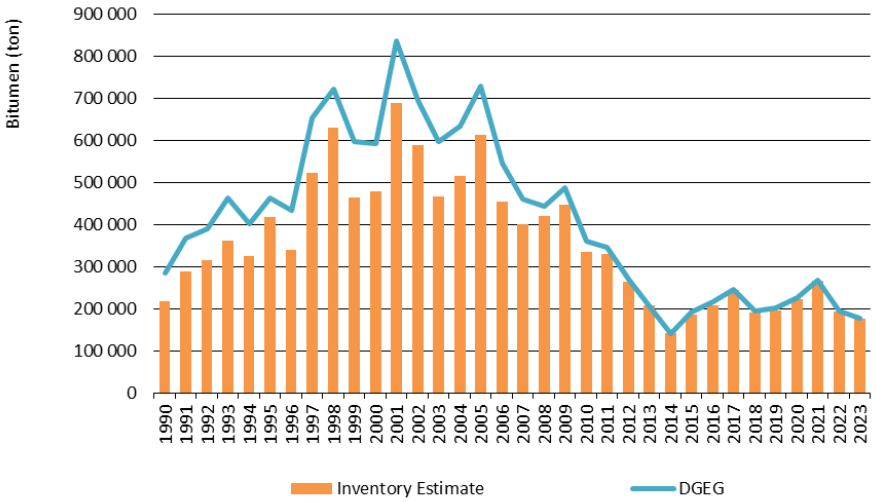


Figure 4-52: Total consumption of bitumen – comparison of approaches

4.5.2.6 Recalculations

No recalculations were made.

4.5.2.7 Further Improvements

No further improvements are planned.

4.5.3 Asphalt Roofing (NFR 2.D.3.c – SNAP 040610)

4.5.3.1 Category description

This chapter addresses emissions estimates from the asphalt roofing industry.

Considering the weather conditions and the building construction in Portugal, it's not likely that there is manufacture of asphalt shingles at national level. Following some research, we have found that companies related to asphalt roofing in Portugal produce asphalt-saturated felt rolls mostly used for roof waterproofing.

4.5.3.2 Methodology

For all pollutants, emissions were estimated based on a Tier 2 methodology according to chapter 2.D.3.c Asphalt roofing of the 2019 EMEP Guidebook:

Equation 4-57: Emissions from Asphalt Roofing

$$Emix = AD \times \frac{EFx}{10^6}$$

Where:

Emi_x: Emissions of pollutant "x" (t)

AD: National production of Asphalt roofing products (t)

EF_x: Emission factor of pollutant "x" (g/t of asphalt roofing products)

4.5.3.3 Emission Factors

Given the facilities inquired use *dip saturators* in the asphalt roofing production process, Tier 2 emission factors applied were taken from Table 3.2 of chapter 2.D.3.c Asphalt roofing of 2019 EMEP Guidebook and are listed in the table below.

Table 4-47: Emission Factors – dip saturator (uncontrolled)

Pollutant	Unit	EF
CO	g/t shingle	9.5
NMVOC	g/t shingle	46
TSP	g/t shingle	600
PM_{10}	g/t shingle	150
$PM_{2.5}$	g/t shingle	30
BC	g/t shingle	0.013

Given that there is no manufacture of asphalt shingles in Portugal and the only activity data available is asphalt roofing rolls, in m^2, the 2019 EMEP Guidebook experts suggested the following data to convert the Guidebook's EFs: 5.4 kg/m^2 (source: https://www.engineeringtoolbox.com/roofing-materials-weight-d_1498.html).

According to the Guidebook, when controls are in operation, it is good practice to use reduction efficiencies as provided in the abatement section to derive the emission factors for the controlled process. Indeed, the exhaustion gases from the dip saturators share a common enclosure and are ducted to a common control device - an afterburner. However, no abatement efficiency is available for this equipment in chapter 2.D.3.c of the EMEP Guidebook.

4.5.3.4 Activity Data

Asphalt roofing materials national production is presented in the figure below and was obtained from INE in the periods 1992-2007 and from 2011 onwards. Missing years were estimated based on GVA trend for *Manufacture of rubber, plastic and other non-metallic mineral products*. Due to confidentiality constraints, the activity data is presented in index (1990 year = 100).

Asphalt roofing data obtained from national statistics is reported in "m^2" of rolls of asphalt-saturated felt. Given the methodology recommended in the Guidebook uses activity data in "ton" of product, upon contact with the EMEP Guidebook experts, they suggested the following data to convert the Guidebook's EFs: 5.4 kg/m^2 (source: https://www.engineeringtoolbox.com/roofing-materials-weight-d_1498.html).

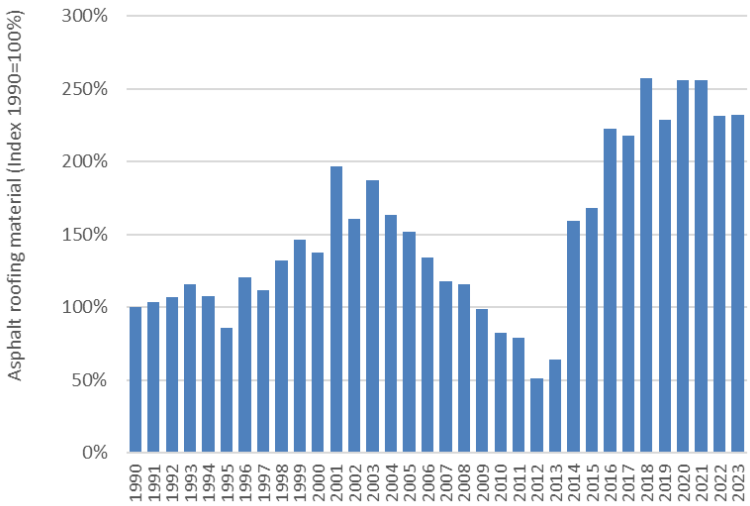


Figure 4-53: Asphalt roofing materials production

Emissions of Mainland Portugal represent 94.4 % of the total territory. This share has been estimated based on asphalt consumption on construction and public works.

4.5.3.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.3.6 Recalculations

No recalculations were made.

4.5.3.7 Further Improvements

In the future, we intend to learn about the asphalt roofing facilities in order to obtain plant specific activity data, as well as abatement techniques'efficiencies.

4.5.4 Coating applications - Manufacture of automobiles (NFR 2.D.3.d - SNAP 060101)

4.5.4.1 Category description

This chapter addresses emissions estimates from coating application on automobile manufacturing.

4.5.4.2 Methodology

NMVOC emissions emissions were estimated based on a Tier 2 methodology according to chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook:

Equation 4-58: NMVOC emissions from coating applications in the manufacture of automobiles

$$Emi_{NMVOC} = AD \times \frac{EF_{NMVOC}}{1000} \times (100\% - Eff_{Abat\ Techn})$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

AD: Number of cars manufactured

EF_{NMVOC}: NMVOC emission factor (kg NMVOC/car)

$Eff_{Abat\ Techn}$: Efficiency of Abatement Technology Mix (%)

4.5.4.3 Emission Factors

The following parameters were taken from chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook in order to estimate emissions for coating application on car manufacturing.

Table 4-48: Tier 2 NMVOC emission factor

Subsector	Unit	EF	Source
Manufacture of automobiles: Car coating	kg/car	8	Table 3-6 of chapter "2.D.3.d Coating applications" of 2023 EMEP guidebook

Below we present information on how the implementation rates of reduction techniques have been defined and what abatement techniques or combination of techniques are selected and used for this category. Final NMVOC emission factor is obtained multiplying Tier 2 NMVOC emission factor from 2023 EMEP Guidebook with abatement efficiencies and their penetration rates. Due to time constraints and other priorities, abatement strategies have not yet been considered for truck manufacturing, truck cabins and buses.

Due to lack of data regarding abatement techniques that may occur in the country, we considered the following regarding Coating applications on manufacture of automobiles:

. in 1990, we assumed no abatement technologies for this activity were implemented in the country. It was assumed a conservative approach of 0% abatement efficiency;

. from 2010 onwards, with no available information regarding abatement techniques in place in the country or their penetration rate, further research was made on air quality legislation in place. The National Emission Ceilings (NEC) Directive 2001/81/EC (23rd October) stated that by the year 2010 at the latest, Member States should limit their annual national emissions of pollutants such as volatile organic compounds (VOC) to amounts not greater than the emission ceilings laid down in Annex I. As a Member State, Portugal had to comply with these European commitments, however, there is no national data on the progress of these Directives. Therefore, based on information from Table 3-18 from 2023 EMEP Guidebook and expert judgement, from 2010 onwards we assumed the following penetrations of the abatement techniques:

Table 4-49: Abatement technologies applied from 2010 onwards

Abatement Technology	Unit	Penetration
Water-based primer; solvent-based	%	0
Solvent-based primer; water-based basecoat	%	0
Water-based primer and basecoat	%	50
Add on: incinerator on drying oven	%	0
Add on: Incinerator on drying oven; activated carbon adsorption on spray booth & thermal incineration	%	50

. from 1991 to 2009, with no available information regarding abatement techniques in place in the country or their penetration rate and prior to the publication of the National Emission Ceilings (NEC) Directive, we assumed a linear growing trend between 1990 and 2010 abatement efficiencies.

Table 4-50: % Efficiency of the abatement technology mix

Technology	Unit	1990	1995	2000	2005	2010-onwards
Manufacture of automobiles-Vehicles-Process modification and substitution	% Efficiency of Abatement technology mix	0.0	22.5	45.0	67.5	90.0

Table 4-51: Final emission factor

Parameter	Unit	1990	1995	2000	2005	2010-onwards
Final EF Car coating	kg/car	8.0	6.2	4.4	2.6	0.8

4.5.4.4 Activity Data

From 1992 onwards, the number of manufactured vehicles in the country was obtained from National Statistics and include the following: light passenger cars, light duty vehicles. In the period 1990-1991, data has been estimated based on 1992 production and on GDP trend.

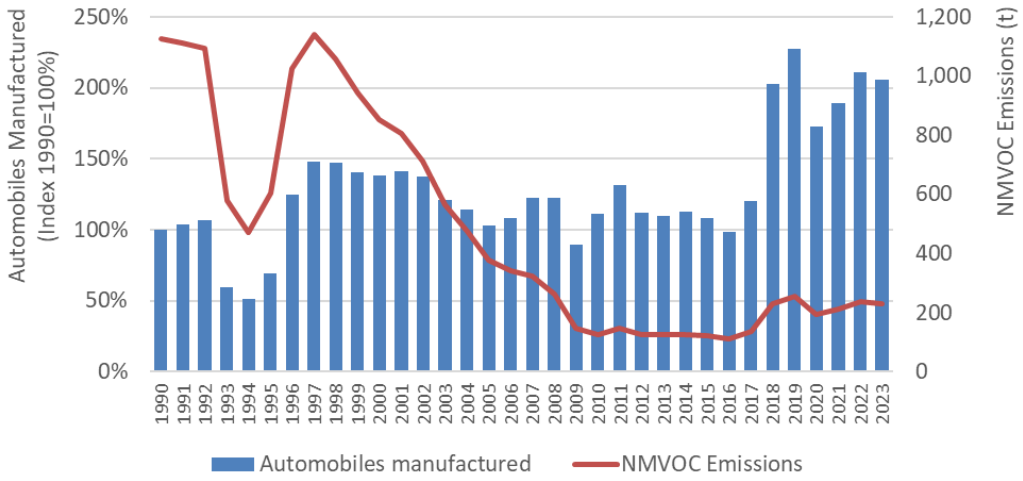


Figure 4-54: Number of cars manufactured

4.5.4.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.4.6 Recalculations

No recalculations were made.

4.5.4.7 Further Improvements

Regarding automobiles, the number of manufactured vehicles in the country was obtained from National Statistics and include only the following: light passenger cars, light duty vehicles. Due to time constraints and other priorities, abatement strategies have not yet been considered for truck manufacturing, truck cabins and buses. Due to limited human resources, the inventory team has not been able to carry out studies in order to collect country specific data for this sub-category.

4.5.5 Coating applications - Car Repairing (NFR 2.D.3.d - SNAP 060102)

4.5.5.1 Category description

This chapter addresses emissions estimates from coating application on car repairing.

4.5.5.2 Methodology

NMVOC emissions emissions were estimated based on a Tier 2 methodology according to chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook:

Equation 4-59: NMVOC emissions from coating applications on car repairing

$$Emi_{NMVOC} = AD \times \frac{EF_{NMVOC}}{1000} \times (100\% - Eff_{Abat\ Techn})$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

AD: Paint consumption (t)

EF_{NMVOC}: NMVOC emission factor (kg NMVOC/t paint)

$Eff_{Abat\ Techn}$: Efficiency of Abatement Technology Mix (%)

4.5.5.3 Emission Factors

The following parameters were taken from chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook in order to estimate emissions for coating application on car repairing.

Table 4-52: Tier 2 NMVOC emission factor

SNAP	Unit	NMVOC	Source
Coating Applications: Car Repairing	kg/t paint	720	Table 3-7 of chapter "2.D.3.d Coating applications" of 2023 EMEP guidebook

Below we present information on how the implementation rates of reduction techniques have been defined and what abatement techniques or combination of techniques are selected and used for this category. Final NMVOC emission factor is obtained multiplying Tier 2 NMVOC emission factor from 2023 EMEP Guidebook with abatement efficiencies and their penetration rates.

Due to lack of data regarding abatement techniques that may occur in the country, we considered the following regarding *Coating applications on car repairing*:

. in 1990, we assumed no abatement technologies for this activity were implemented in the country. It was assumed a conservative approach of 0% abatement efficiency;

. in 2000, upon the publication of the Solvents Emissions Directive 1999/13/EC, (11th March), Member States were required to limit emissions of volatile organic compounds due to the use of organic solvents in certain activities and installations. As a Member State, Portugal had to comply with this commitment, however, there is no national data on the progress of this Directive.

Therefore, based on information from Table 3-19 from 2023 EMEP Guidebook and expert judgement, in 2000 we assumed the following penetrations of the abatement techniques:

Table 4-53: Abatement technologies applied in 2000

Abatement Technology	Unit	Penetration
No abatement technology	%	0
Conventional primer; high solid surfacer; conventional topcoat(s); basic cleaning agent	%	50
Conventional primer; high solid surfacer; improved topcoat(s); better cleaning agent	%	50
Conventional primer; very high solid surfacer; improved topcoat(s); better cleaning agent	%	0

. from 1991 to 1999, prior to the publication of the Solvents Emissions Directive 1999/13/EC, (11th March), we assumed a linear growing trend between 1990 and 2000 abatement efficiencies mentioned above;

. in 2010, upon the publication of the National Emission Ceilings (NEC) Directive 2001/81/EC (23rd October), Member States were required to limit their annual national emissions of pollutants such as volatile organic compounds (VOC) to amounts not greater than the emission ceilings laid down in Annex I by the year 2010 at the latest. As a Member State, Portugal had to comply with this commitment, however, there is no national data on the progress of this Directive. Therefore, based on information from Table 3-19 from 2023 EMEP Guidebook and expert judgement, in 2010 we assumed the following penetrations of the abatement techniques:

Table 4-54: Abatement technologies applied in 2010

Abatement Technology	Unit	Penetration
No abatement technology	%	0
Conventional primer; high solid surfacer; conventional topcoat(s); basic cleaning agent	%	0
Conventional primer; high solid surfacer; improved topcoat(s); better cleaning agent	%	50
Conventional primer; very high solid surfacer; improved topcoat(s); better cleaning agent	%	50

. from 2001 to 2009, prior to the publication of the National Emission Ceilings (NEC) Directive, we assumed a linear growing trend between 2000 and 2010 abatement efficiencies mentioned above;

. from 2020 onwards, based on information from Table 3-19 from 2023 EMEP Guidebook and expert judgement, we assumed 100% penetration of the abatement technique *Conventional primer; very high solid surfacer; improved topcoat(s); better cleaning agent*;

. from 2011 to 2019, we assumed a linear growing trend between 2010 and 2020 abatement efficiencies mentioned above.

Table 4-55: % Efficiency of the abatement technology mix

SNAP	Unit	1990	1995	2000	2005	2010	2021	2022	2023
Coating Applications: Car Repairing	% Efficiency of abatement technology mix	0.0	17.0	34.0	49.5	65.0	70.0	70.0	70.0

Table 4-56: Final emission factor

Parameter	Unit	1990	1995	2000	2005	2010	2021	2022	2023
Final EF Car coating	kg/t paint	720	598	475	364	252	216	216	216

4.5.5.5 Activity Data

In the period 1990-2006, data on paint production for car repairing was obtained from INE. From 2007 onwards, data has been estimated based on synthetic polymers paints production trend, also from INE.

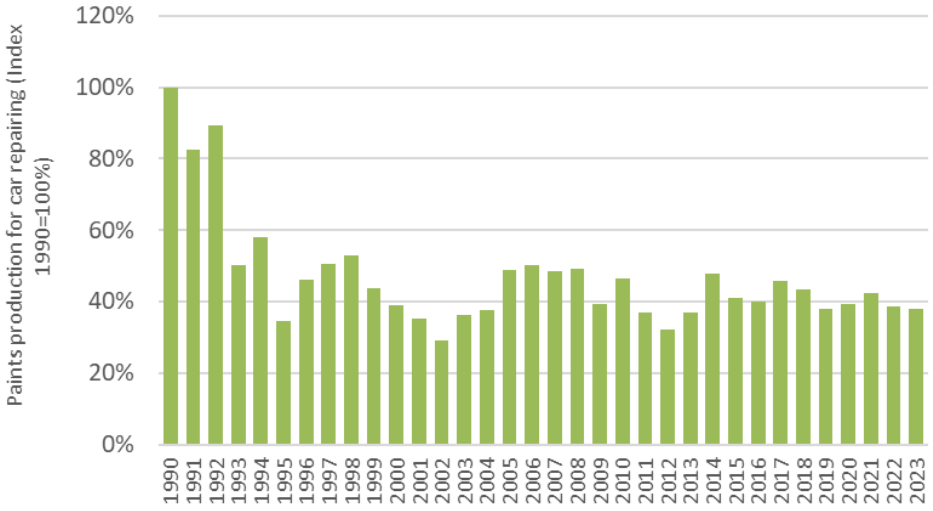


Figure 4-55: Paint production for car repairing

4.5.5.6 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.5.7 Recalculations

No recalculations were made.

4.5.5.8 Further Improvements

Due to limited human resources, the inventory team has not been able to carry out studies in order to collect country specific data for this sub-category.

4.5.6 Coating applications - Construction and buildings (NFR 2.D.3.d - SNAP 060103)

4.5.6.1 Category description

This chapter addresses emissions estimates from coating application on construction and buildings.

4.5.6.2 Methodology

NMVOC emissions emissions were estimated based on a Tier 2 methodology according to chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook:

Equation 4-60: NMVOC emissions from coating applications in construction and buildings

$$Emi_{NMVOC} = AD \times \frac{EF_{NMVOC}}{1000} \times (100\% - Eff_{Abat\ Techn})$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

AD: Paint consumption (t)

EF_{NMVOC}: NMVOC emission factor (kg NMVOC/t paint)

$Eff_{Abat\ Techn}$: Efficiency of Abatement Technology Mix (%)

4.5.6.3 Emission Factors

The following parameters were taken from chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook in order to estimate emissions for coating application on construction and buildings.

Table 4-57: Tier 2 NMVOC emission factor

SNAP	Unit	NMVOC	Source
Construction and buildings	g/kg paint	230	Table 3-4 of chapter "2.D.3.d Coating applications" of 2023 EMEP guidebook

Below we present information on how the implementation rates of reduction techniques have been defined and what abatement techniques or combination of techniques are selected and used for this category. Final NMVOC emission factor is obtained multiplying Tier 2 NMVOC emission factor from 2023 EMEP Guidebook with abatement efficiencies and their penetration rates.

Due to lack of data regarding abatement techniques that may occur in the country, we considered the following regarding both *Coating applications on construction and building and Domestic Use*:

. in 1990, based on information from Table 3-17 from 2023 EMEP Guidebook and expert judgement, we assumed 100% penetration of the abatement technique *Substitution with high solids paints (efficiency 40-60%);*

. in 2000, upon the publication of the Solvents Emissions Directive 1999/13/EC, (11th March), Member States were required to limit emissions of volatile organic compounds due to the use of organic solvents in certain activities and installations. As a Member State, Portugal had to comply with this commitment, however, there is no national data on the progress of this Directive. Therefore, based on information from Table 3-17 from 2023 EMEP Guidebook and expert judgement, in 2000 we assumed 100% penetration of the abatement technique *Substitution with dispersion/emulsion (2-3 wt-% solvent);*

. from 1991 to 1999, prior to the publication of the Solvents Emissions Directive 1999/13/EC, (11th March), we assumed a linear growing trend between 1990 and 2000 abatement efficiencies mentioned above;

. from 2010 onwards, with no available information regarding abatement techniques in place in the country or their penetration rate, further research was made on air quality legislation in place. The National Emission Ceilings (NEC) Directive 2001/81/EC (23rd October) stated that by the year 2010 at the latest, Member States should limit their annual national emissions of pollutants such as volatile organic compounds (VOC) to amounts not greater than the emission ceilings laid down in Annex I. As a Member State, Portugal had to comply with these European commitments, however, there is no national data on the progress of these Directives. Therefore, based on information from Table 3-17 from 2023 EMEP Guidebook and expert judgement, from 2010 onwards we assumed 100% penetration of the abatement technique *Substitution with dispersion/emulsion, water-based and high solids paints;*

. from 2001 to 2009, prior to the publication of the National Emission Ceilings (NEC) Directive, we assumed a linear growing trend between 2000 and 2010 abatement efficiencies mentioned above.

Table 4-58: Share of each abatement technology over time

Technology	Unit	1990	1995	2000	2005	2010	2021	2022	2023
Substitution with dispersion/emulsion (2-3 wt-% solvent)	%	0	0	100	50	0	0	0	0
Substitution with water-based paints (efficiency 80%)	%	0	100	0	0	0	0	0	0
Substitution with high solids paints (efficiency 40-60%)	%	100	0	0	0	0	0	0	0
Substitution with dispersion/emulsion and water-based paints	%	0	0	0	0	0	0	0	0
Substitution with dispersion/emulsion and high solids paints	%	0	0	0	0	0	0	0	0
Substitution with dispersion/emulsion, water-based and high solids paints	%	0	0	0	50	100	100	100	100
Source: Expert judgement									

Table 4-59: Final emission factor

Parameter	Unit	1990	1995	2000	2005	2010-onwards
Final EF	kg/t paint	221	170	140	105	69

4.5.6.4 Activity Data

In the period 1990-2003, data on paint production for construction of buildings was obtained from INE. From 2004 onwards, data has been estimated based on synthetic polymers paints production trend, also from INE.

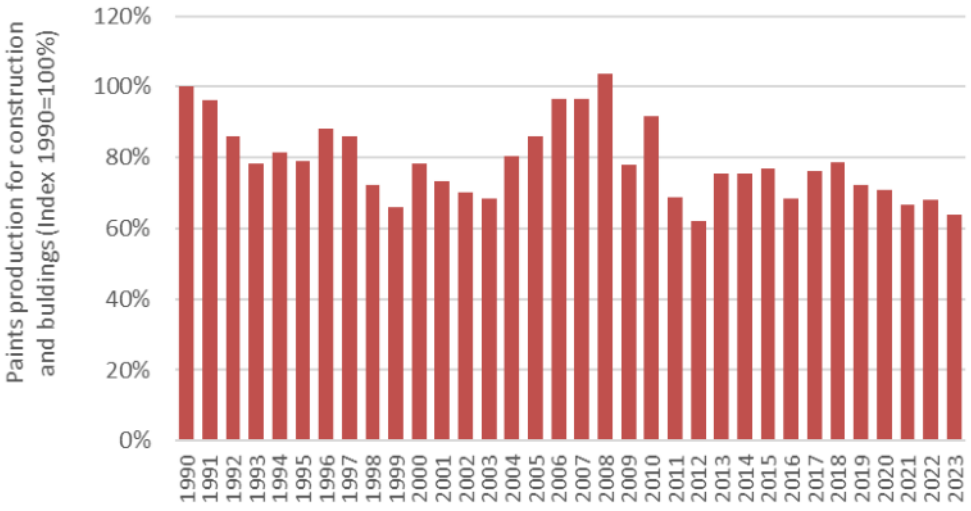


Figure 4-56: Paint production for construction and buildings

4.5.6.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.6.6 Recalculations

No recalculations were made.

4.5.6.7 Further Improvements

Due to limited human resources, the inventory team has not been able to carry out studies in order to collect country specific data for this sub-category.

4.5.7 Coating applications - Domestic Use (NFR 2.D.3.d - SNAP 060104)

4.5.7.1 Category description

This chapter addresses emissions estimates from domestic use of coating application.

4.5.7.2 Methodology

NMVOC emissions from the domestic use of coating applications were estimated based on a Tier 2 methodology according to chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook:

Equation 4-61: NMVOC emissions from Domestic use of coating applications

$$Emi_{NMVOC} = AD \times \frac{EF_{NMVOC}}{1000} \times (100\% - Eff_{Abat\ Techn})$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

AD: Paint consumption (t)

EF_{NMVOC}: NMVOC emission factor (kg NMVOC/t paint)

$Eff_{Abat\ Techn}$: Efficiency of Abatement Technology Mix (%)

4.5.7.3 Emission Factors

The following parameters were taken from chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook in order to estimate emissions from domestic use of coating application.

Table 4-60: Tier 2 NMVOC emission factor

SNAP	Unit	NMVOC	Source
Domestic application (except 060107)	g/kg paint	230	Table 3-5 of chapter "2.D.3.d Coating applications" of 2023 EMEP guidebook

Table 4-61: Abatement technology

Abatement Technology	Unit	Efficiency	Source
Substitution with dispersion/emulsion (2-3 wt-% solvent)	%	39	Table 3-17 of chapter "2.D.3.d Coating applications" of 2023 EMEP guidebook
Substitution with water-based paints (efficiency 80%)	%	26	
Substitution with high solids paints (efficiency 40-60%)	%	4	
Substitution with dispersion/emulsion and water-based paints	%	65	
Substitution with dispersion/emulsion and high solids paints	%	43	
Substitution with dispersion/emulsion, water-based and high solids paints	%	70	

Table 4-62: Share of each abatement technology over time

Technology	Unit	1990	1995	2000	2005	2010-onwards
Substitution with dispersion/emulsion (2-3 wt-% solvent)	%	0	0	100	50	0
Substitution with water-based paints (efficiency 80%)	%	0	100	0	0	0
Substitution with high solids paints (efficiency 40-60%)	%	100	0	0	0	0
Substitution with dispersion/emulsion and water-based paints	%	0	0	0	0	0
Substitution with dispersion/emulsion and high solids paints	%	0	0	0	0	0
Substitution with dispersion/emulsion, water-based and high solids paints	%	0	0	0	50	100

Table 4-63: Final emission factor

Parameter	Unit	1990	1995	2000	2005	2010-onwards
Final EF	g/kg paint applied	221	170	140	105	69

4.5.7.5 Activity Data

Data not considered in the other subcategories of "Coating Applications" is considered in Domestic Use. Paint application for domestic use was obtained from national statistics for the periods 1994 to 2001 and 2004 to 2010. The missing years were estimated based on GDP trend.

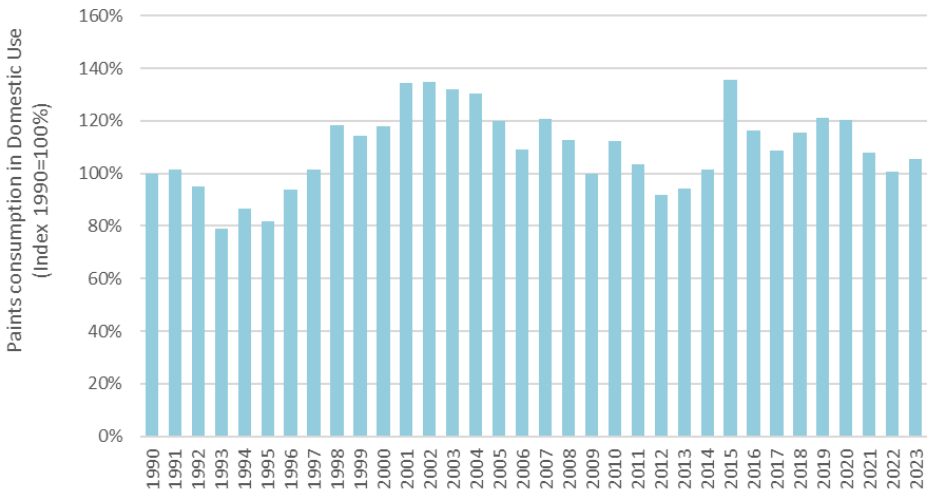


Figure 4-57: Paints consumption in domestic use

4.5.7.6 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.7.7 Recalculations

2021-2022 activity data was updated.

4.5.7.8 Further Improvements

Due to limited human resources, the inventory team has not been able to carry out studies in order to collect country specific data for this sub-category.

4.5.8 Coating applications - Coil Coating (NFR 2.D.3.d - SNAP 060105)

4.5.8.1 Category description

This chapter addresses emissions estimates from coil coating application.

4.5.8.2 Methodology

NMVOC emissions from coil coating applications were estimated based on a Tier 2 methodology according to chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook:

Equation 4-62: NMVOC emissions from coil coating application

$$Emi_{NMVOC} = AD \times \frac{EF_{NMVOC}}{1000} \times (100\% - Eff_{Abat\ Techn})$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

AD: Coil coatings application (t)

EF_{NMVOC}: NMVOC emission factor (kg NMVOC/t coil coating)

$Eff_{Abat\ Techn}$: Efficiency of Abatement Technology Mix (%)

4.5.8.3 Emission Factors

The following parameters were taken from chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook in order to estimate emissions from coil coating application.

Table 4-64: Tier 2 NMVOC emission factor

SNAP	Unit	NMVOC	Source
Coil Coating	Kg/t coil coating	480	Table 3-8 of chapter "2.D.3.d Coating applications" of 2023 EMEP guidebook

Below we present information on how the implementation rates of reduction techniques have been defined and what abatement techniques or combination of techniques are selected and used for this category. Final NMVOC emission factor is obtained multiplying Tier 2 NMVOC emission factor from 2023 EMEP Guidebook with abatement efficiencies and their penetration rates.

Due to lack of data regarding abatement techniques that may occur in the country, we considered the following regarding *Coil coating applications*:

. in 1990, based on information from Table 3-20 from 2023 EMEP Guidebook and expert judgement, we assumed the following penetrations of the abatement techniques:

Table 4-65: Share of abatement technology efficiencies applied in 1990

Abatement Technology	Penetration
No abatement technology	30%
Coil coating line with water-based coatings (10% wt-% solvent content)	50%
Coil coating line with powder coating systems (solvent free)	20%

. in 2000, upon the publication of the Solvents Emissions Directive 1999/13/EC, (11th March), Member States were required to limit emissions of volatile organic compounds due to the use of organic solvents in certain activities and installations. As a Member State, Portugal had to comply with this commitment, however, there is no national data on the progress of this Directive. Therefore, based on information from Table 3-20 from 2023 EMEP Guidebook and expert judgement, in 2000 we assumed the following penetrations of the abatement techniques:

Table 4-66: Share of abatement technology efficiencies applied in 2000

Abatement Technology	Penetration
No abatement technology	0%
Coil coating line with water-based coatings (10% wt-% solvent content)	50%
Coil coating line with powder coating systems (solvent free)	50%

. from 1991 to 1999, prior to the publication of the Solvents Emissions Directive 1999/13/EC, (11th March), due to lack of information, we assumed a linear growing trend between 1990 and 2000 abatement efficiencies penetration rates mentioned above;

. in 2010, upon the publication of the National Emission Ceilings (NEC) Directive 2001/81/EC (23rd October), Member States were required to limit their annual national emissions of pollutants such as volatile organic compounds (VOC) to amounts not greater than the emission ceilings laid down in Annex I by the year 2010 at the latest. As a Member State, Portugal had to comply with this commitment, however, there is no national data on the progress of this Directive. Therefore, based on information from Table 3-20 from 2023 EMEP Guidebook and expert judgement, in 2010 we assumed the following penetrations of the abatement techniques:

Table 4-67: Share of abatement technology efficiencies applied in 2010

Abatement Technology	Penetration
No abatement technology	0%
Coil coating line with water-based coatings (10% wt-% solvent content)	12%
Coil coating line with powder coating systems (solvent free)	88%

. from 2001 to 2009, prior to the publication of the National Emission Ceilings (NEC) Directive, due to lack of information, we assumed a linear growing trend between 2000 and 2010 abatement efficiencies penetration rates mentioned above;

. from 2020 onwards, based on information from Table 3-20 from 2023 EMEP Guidebook and expert judgement, we assumed the following penetrations of the abatement techniques:

Table 4-68: Share of abatement technology efficiencies applied from 2020 onwards

Abatement Technology	Penetration
No abatement technology	0%
Coil coating line with water-based coatings (10% wt-% solvent content)	5%
Coil coating line with powder coating systems (solvent free)	95%

. from 2011 to 2019, we assumed a linear growing trend between 2010 and 2020 abatement efficiencies penetration rates mentioned above.

Table 4-69: Share of each abatement technology over time

Technology	Unit	1990	1995	2000	2005	2010	2021	2022	2023
No abatement technology	%	30.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Coil coating line with water-based coatings (10% wt-% solvent content)	%	50.0	50.0	50.0	31.0	12.0	5.0	5.0	5.0
Coil coating line with powder coating systems (solvent free)	%	20.0	35.0	50.0	69.0	88.0	95.0	95.0	95.0

Table 4-70: Final emission factor

Parameter	Unit	1990	1995	2000	2005	2010	2019	2021	2022	2023
Final EF	Kg/t coil coating	204	132	60	37.2	14.4	6.8	6.0	6.0	6.0

4.5.8.4 Activity Data

In the period 1992-2003, data on coil coating was obtained from INE (IAPI). In the period 1990-1991, data has been estimated based on GDP trend.

From 2004 onwards, data has been estimated based on total paints production trend.

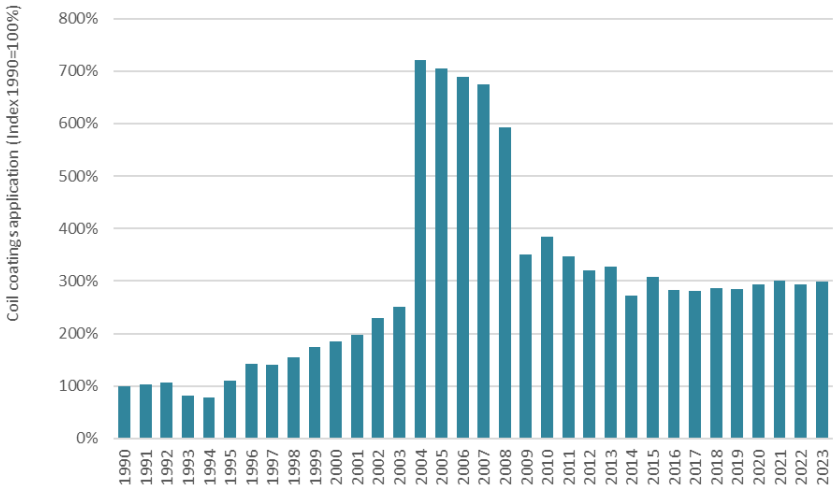


Figure 4-58: Coil coatings application

4.5.8.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.8.6 Recalculations

No recalculations were made.

4.5.8.7 Further Improvements

Due to limited human resources, the inventory team has not been able to carry out studies in order to collect country specific data for this sub-category.

4.5.9 Coating applications - Boat Building (NFR 2.D.3.d - SNAP 060106)

There is no national statistics data in m^2 in order to apply the default emission factor proposed in table 3-15 of 2023 EMEP Guidebook. Thus, emissions of this category are included in SNAP 060104 (Domestic Use except 060107), which is the category where we estimate all the emissions that are not possible to account separately.

4.5.10 Coating applications - Wood (NFR 2.D.3.d - SNAP 060107)

4.5.10.1 Category description

This chapter addresses emissions estimates from wood coating application.

4.5.10.2 Methodology

NMVOC emissions from wood coating applications were estimated based on a Tier 2 methodology according to chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook:

Equation 4-63: NMVOC emissions from wood coating application

$$Emi_{NMVOC} = AD \times \frac{EF_{NMVOC}}{1000} \times (100\% - Eff_{Abat\ Techn})$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

AD: Paint consumption (t primers, enamels and varnishes applied in wood)

EF_{NMVOC}: NMVOC emission factor (kg NMVOC/t primers, enamels and varnishes applied in wood)

$Eff_{Abat\ Techn}$: Efficiency of Abatement Technology Mix (%)

4.5.10.3 Emission Factors

The following parameters were taken from chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook in order to estimate emissions from wood coating application.

Table 4-71: Tier 2 NMVOC emission factor

SNAP	Unit	NMVOC	Source
Wood	kg/t material applied	800	Table 3-9 of chapter "2.D.3.d Coating applications" of 2023 EMEP guidebook

Below we present information on how the implementation rates of reduction techniques have been defined and what abatement techniques or combination of techniques are selected and used for this category. Final NMVOC emission factor is obtained multiplying Tier 2 NMVOC emission factor from 2023 EMEP Guidebook with abatement efficiencies and their penetration rates.

Due to lack of data regarding abatement techniques that may occur in the country, we considered the following regarding *Wood coating applications*:

. from 1990 to 2004, based on information from Table 3-21 from 2023 EMEP Guidebook and expert judgement, we assumed the following penetrations of the abatement techniques:

Table 4-72: Share of abatement technologies applied from 1990-2004

Abatement Technology	Penetration
Uncontrolled	13.99%
Medium solids system (55% solvent content)	0.00%
High solids system (20% solvent content)	38.13%
Very high solids system (5% solvent content)	47.88%
Add-on: Thermal oxidation	0%

. from 2010 onwards, based on information from Table 3-21 from 2023 EMEP Guidebook and expert judgement, we assumed the following penetrations of the abatement techniques:

Table 4-73: Share of abatement technologies applied from 2010 onwards

Abatement Technology	Penetration
Uncontrolled	4.37%
Medium solids system (55% solvent content)	0.00%
High solids system (20% solvent content)	47.75%
Very high solids system (5% solvent content)	47.88%
Add-on: Thermal oxidation	0%

. from 2005 to 2009, due to lack of national information, we assumed a linear growing trend between 2004 and 2010 abatement efficiencies mentioned in the tables above.

Table 4-74: Share of each abatement technology over time

Technology	Unit	1990	1995	2000	2005	2010-onwards
Uncontrolled	%	13.99	13.99	13.99	13.74	4.37
Medium solids system (55% solvent content)	%	0.00	0.00	0.00	0.00	0.00
High solids system (20% solvent content)	%	38.13	38.13	38.13	38.38	47.75
Very high solids system (5% solvent content)	%	47.88	47.88	47.88	47.88	47.88
Add-on: Thermal oxidation	%	0.00	0.00	0.00	0.00	0.00

Table 4-75: Final emission factor

Parameter	Unit	1990	1995	2000	2005	2010-onwards
Final EF	g/kg material applied	211.2	211.2	211.2	209.7	153.4

4.5.10.4 Activity Data

In the period 1990-2003, data on primers, enamels and varnishes use in wood were obtained from INE (IAPI). From 2004 onwards, data has been estimated based on synthetic polymers paints production trend, also from INE.

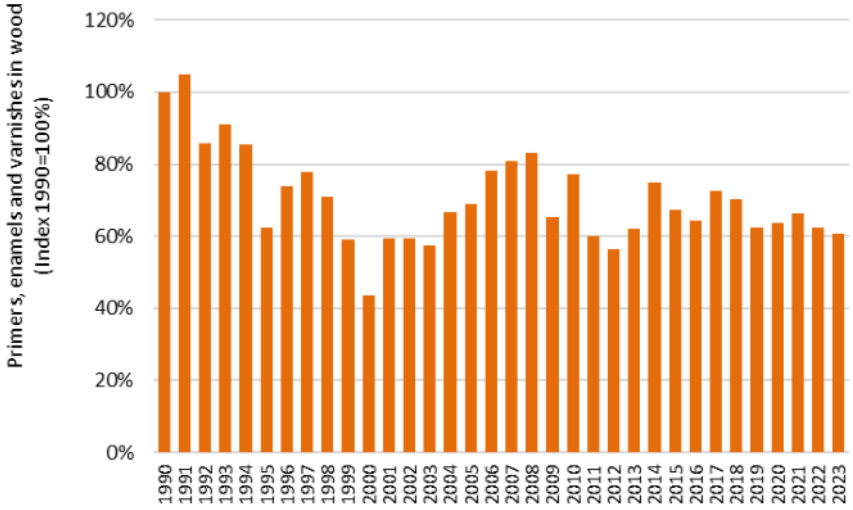


Figure 4-59: Primers, enamels and varnishes use in wood

4.5.10.6 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.10.7 Recalculations

No recalculations were made.

4.5.10.8 Further Improvements

Due to limited human resources, the inventory team has not been able to carry out studies in order to collect country specific data for this sub-category.

4.5.11 Coating applications - Truck/Van coating (NFR 2.D.3.d - SNAP 060108)

4.5.11.1 Category description

This chapter addresses emissions estimates from coating application in trucks and vans.

4.5.11.2 Methodology

NMVOC emissions from truck/van coating applications were estimated based on a Tier 2 methodology according to chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook:

Equation 4-64: NMVOC emissions from truck/van coating application

$$Emi_{NMVOC} = AD \times \frac{EF_{NMVOC}}{1000}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

AD: Number of cars manufactured

EF_{NMVOC}: NMVOC emission factor (kg NMVOC/vehicle)

4.5.11.3 Emission Factors

NMVOC emission factor for Truck/van coating was taken from Table 3-10 of chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook and is presented in the table below.

Table 4-76: Tier 2 NMVOC emission factor

Subsector	Unit	NMVOC
Truck/Van coating	kg/vehicle	28

4.5.11.4 Activity Data

From 1994 onwards, the number of trucks/vans assembled each year was obtained from ACAP (Portuguese Automobile sectoral entity). In the period 1990-1994, data has been estimated based on GDP trend. 2020-2021 data are relatively lower due to the COVID pandemic.

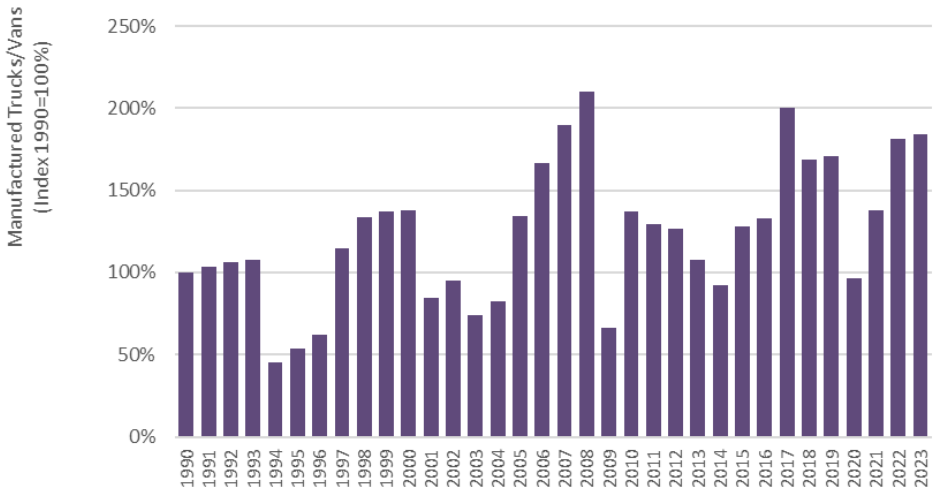


Figure 4-60: Number of vehicles manufactured

4.5.11.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.11.6 Recalculations

No recalculations were made.

4.5.11.7 Further Improvements

Due to limited human resources, the inventory team has not been able to carry out studies in order to collect country specific abatement data for this sub-category.

4.5.12 Coating applications - Truck cabin coating (NFR 2.D.3.d - SNAP 060108)

4.5.12.1 Category description

This chapter addresses emissions estimates from Truck cabin coating.

4.5.12.2 Methodology

NMVOC emissions from truck cabin coating applications were estimated based on a Tier 2 methodology according to chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook:

Equation 4-65: NMVOC emissions from truck cabin coating application

$$Emi_{NMVOC} = AD \times \frac{EF_{NMVOC}}{1000}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

AD: Number of cars manufactured

EF_{NMVOC}: NMVOC emission factor (kg NMVOC/vehicle)

4.5.12.3 Emission Factors

NMVOC emission factor for Truck cabin coating was taken from Table 3-11 of chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook and is presented in the table below.

Table 4-77: Tier 2 NMVOC emission factor

Subsector	Unit	NMVOC
Truck Cabin coating	kg/vehicle	8

4.5.12.4 Activity Data

From 1994 onwards, the number of trucks/vans assembled each year was obtained from ACAP (Portuguese Automobile sectoral entity). In the period 1990-1994, data has been estimated based on GDP trend. 2020-2021 data are relatively lower due to the COVID pandemic.

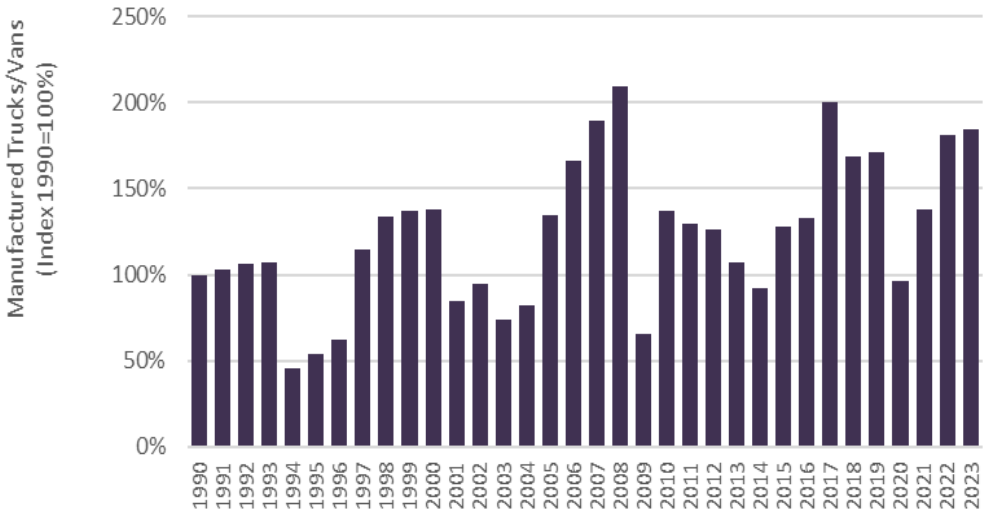


Figure 4-61: Number of truck cabins manufactured

4.5.12.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.12.6 Recalculations

No recalculations were made.

4.5.12.7 Further Improvements

Due to limited human resources, the inventory team has not been able to carry out studies in order to collect country specific abatement data for this sub-category.

4.5.13 Coating applications - Bus coating (NFR 2.D.3.d - SNAP 060108)

4.5.13.1 Category description

This chapter addresses emissions estimates from bus coating.

4.5.13.2 Methodology

NMVOC emissions from bus coating applications were estimated based on a Tier 2 methodology according to chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook:

Equation 4-66: NMVOC emissions from truck bus coating application

$$Emi_{NMVOC} = AD \times \frac{EF_{NMVOC}}{1000}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

AD: Public transportation vehicles manufactured

EF_{NMVOC}: NMVOC emission factor (kg NMVOC/vehicle)

4.5.13.3 Emission Factors

NMVOC emission factor for bus coating was taken from Table 3-12 of chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook and is indicated in the table below.

Table 4-78: Default emission factor

Subsector	Unit	NMVOC
Bus Coating	kg/vehicle	150

4.5.13.4 Activity Data

From 1992 onwards, the number of public transportation vehicles assembled each year was obtained from INE (IAPI). In the period 1990-1991, data has been estimated based on GDP trend.

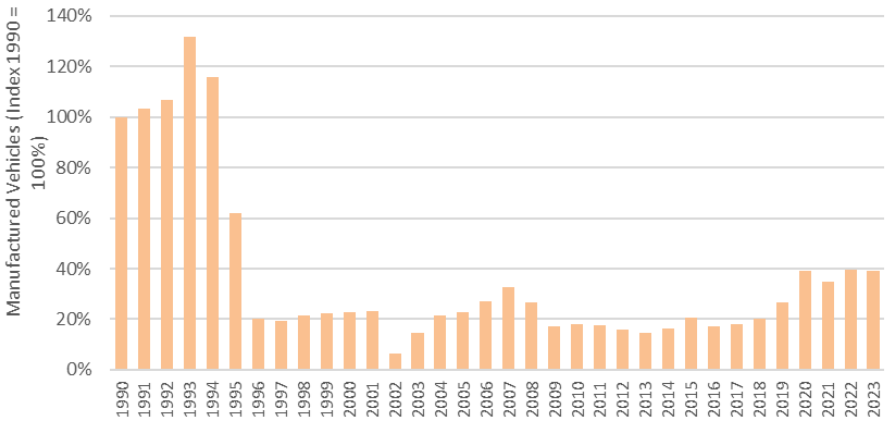


Figure 4-62: Number of public transportation vehicles manufactured

4.5.13.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.13.6 Recalculations

No recalculations were made.

4.5.13.7 Further Improvements

Due to limited human resources, the inventory team has not been able to carry out studies in order to collect country specific abatement data for this sub-category.

4.5.14 Coating applications - Wire coating (NFR 2.D.3.d - SNAP 060108)

There is no national statistics data in kg of wire in order to apply the default emission factor proposed in table 3-13 of the 2019 EMEP Guidebook. Thus, emissions of this category are included in SNAP 060108 (Other Industrial coating applications) and we have applied the Tier 1 emission factor proposed in table 3-2 of the 2023 EMEP Guidebook (400 g NMVOC/kg paint applied).

4.5.15 Coating applications - Leather finishing (NFR 2.D.3.d - SNAP 060108)

4.5.15.1 Category description

This chapter addresses emissions estimates from leather finishing.

4.5.15.2 Methodology

NMVOC emissions from leather coating applications were estimated based on a Tier 2 methodology according to chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook:

Equation 4-67: NMVOC emissions from leather finishing

$$Emi_{NMVOC} = AD \times \frac{EF_{NMVOC}}{1000} \times (100\% - Eff_{Abat\ Techn})$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

AD: Leather production (t)

EF_{NMVOC}: NMVOC emission factor (kg NMVOC/t leather)

$Eff_{Abat\ Techn}$: Efficiency of Abatement Technology Mix (%)

4.5.15.3 Emission Factors

The following parameters were taken from chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook in order to estimate emissions from leather finishing.

Table 4-79: Tier 2 NMVOC emission factor

SNAP	Unit	NMVOC	Source
Industrial coating application: leather finishing	kg/t leather	200	Table 3-14 of chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook

Below we present information on how the implementation rates of reduction techniques have been defined and what abatement techniques or combination of techniques are selected and used for this category. Final NMVOC emission factor is obtained multiplying Tier 2 NMVOC emission factor from 2023 EMEP Guidebook with abatement efficiencies and their penetration rates.

Due to lack of data regarding abatement techniques that may occur in the country, we considered the following regarding *leather coating applications*:

. from 1990 to 2000, prior to the publication of the Solvents Emissions Directive 1999/13/EC, (11th March), we assumed no abatement technologies for this activity were implemented in the country. It was assumed a conservative approach of 0% abatement efficiency;

. from 2015 onwards, with no available information regarding abatement techniques in place in the country or their penetration rate, based on information from Table 3-26 from 2023 EMEP Guidebook and expert judgement, we assumed the following penetrations of the abatement techniques:

Table 4-80: Penetration of abatement technologies applied from 2015 onwards

Abatement Technology	Unit	Penetration
Use of water based products (30 wt-% solvent content)	%	50
Add on: Thermal oxidation	%	0
Add on: Biofiltration	%	5
Uncontroled	%	45

. from 2001 to 2014, with no available information regarding abatement techniques in place in the country or their penetration rate, further research was made on air quality legislation in place. Upon the publication of the Solvents Emissions Directive 1999/13/EC, (11th March), Member States were required to limit emissions of volatile organic compounds due to the use of organic solvents in certain activities and installations. Also, the National Emission Ceilings (NEC) Directive 2001/81/EC (23rd October), stated that, by the year 2010 at the latest, Member States should limit their annual national emissions of pollutants such as volatile organic compounds (VOC) to amounts not greater than the emission ceilings laid down in Annex I. As a Member State, Portugal had to comply with these European commitments, however, no real data is available on the progress of these Directives. Therefore, from 2001 to 2014 we assumed a linear growing trend between 2000 and 2015 abatement efficiencies mentioned above.

Table 4-81: Control strategy

Technology	Unit	1990	1995	2000	2005	2010	2015-onwards
Use of water based products (30 wt-% solvent content)	%	0	0	0	10	30	50
Add on: Thermal oxidation	%	0	0	0	0	0	0
Add on: Biofiltration	%	0	0	0	0	5	5
Uncontroled	%	100	100	100	90	65	45

Table 4-82: Final emission factor

Parameter	Unit	1990	1995	2000	2005	2010	2015-onwards
Final EF leather finishing	kg/t leather	200.0	200.0	200.0	187.0	152.9	126.9

4.5.15.4 Activity Data

From 1992 onwards, leather production data was obtained from INE (IAPI). In the period 1990-1991, data has been estimated based on GDP trend.

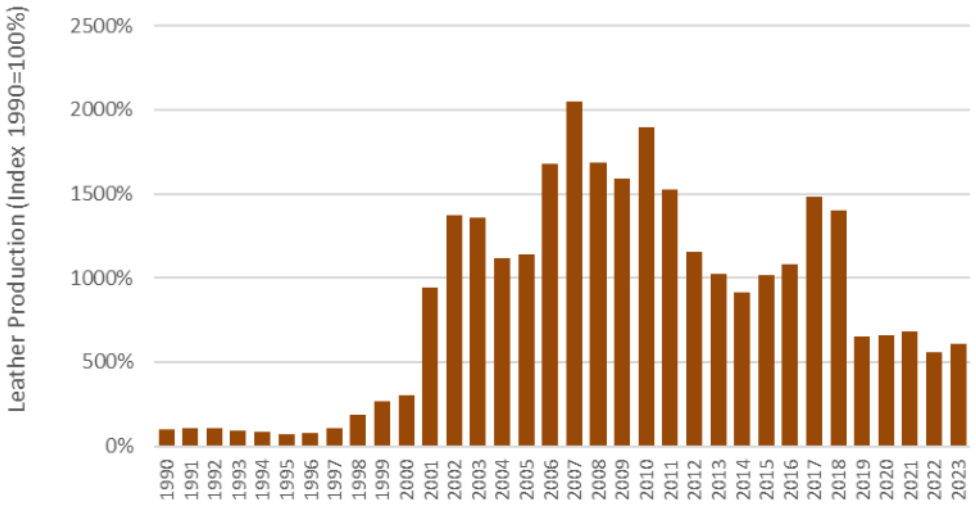


Figure 4-63: Leather production

4.5.15.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.15.6 Recalculations

2021-2022 activity data update.

4.5.15.7 Further Improvements

Due to limited human resources, the inventory team has not been able to carry out studies in order to collect country specific data for this sub-category.

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4.5.16 Coating applications - Other Industrial Applications (NFR 2.D.3.d - SNAP 060108)

4.5.16.1 Category description

This chapter addresses emissions estimates from coating in other industrial applications, like metal, plastic, paper, leather and glass substrates which are not covered by any of the other categories already described.

4.5.16.2 Methodology

NMVOC emissions from other industrial coating applications are estimated based on a Tier 1 approach in accordance to 2023 EMEP Guidebook:

Equation 4-68: NMVOC emissions from other industrial coating applications

$$Emi_{NMVOC} = AD \times \frac{EF_{NMVOC}}{1000}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

AD: Paint applied production (t)

EF_{NMVOC}: NMVOC emission factor (kg NMVOC/t paint)

4.5.16.3 Emission Factors

NMVOC emission factor for other industrial applications of coating was taken from Table 3-2 of chapter 2.D.3.d coating applications of the 2023 EMEP Guidebook and is indicated in the table below.

Table 4-83: Tier 1 NMVOC emission factor

SNAP	Unit	NMVOC
Industrial coating application	kg/t paint applied	400

4.5.16.4 Activity Data

In the period 1995-2010, data was obtained from INE (IAPI). In the period 1990-1994 and from 2011 onwards, data has been estimated based on GDP trend.

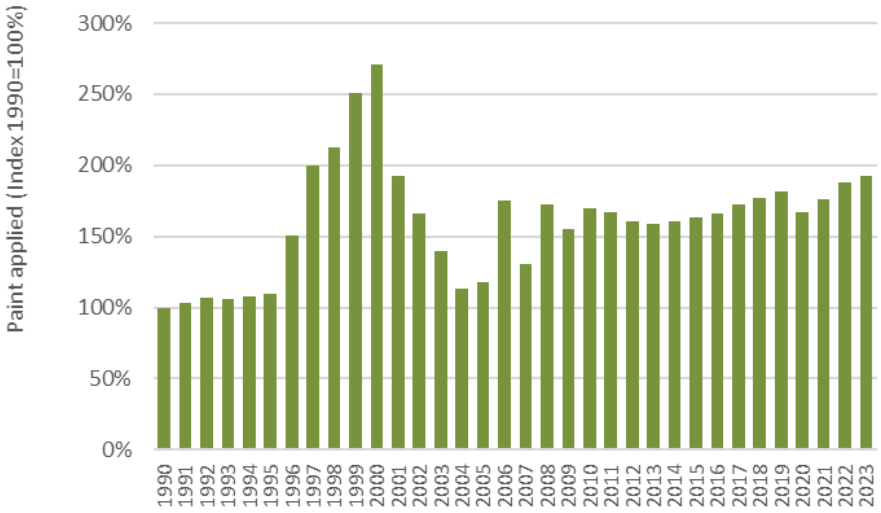


Figure 4-64: Paint applied in Other Industrial Applications

4.5.16.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.16.6 Recalculations

2021-2022 activity data was updated.

4.5.16.7 Further Improvements

Other Industrial Applications is one of the 13 sub-categories of key category 2D3d Coating Applications reported in the Portuguese IIR. Most 2D3d's sub-categories are estimated according to a Tier 2 methodology based on the 2023 EMEP GB. Due to limited human resources on the inventory team, it has not yet been possible to carry out studies in order to collect country specific data for "Other Industrial Applications". The team has prioritized other NFR key categories whose activity data were easier to collect, like Degreasing (2.D.3.e) and Printing (2.D.3.h), which were recently revised in order to apply a Tier 2 methodology. Therefore, for the time being, NMVOC emissions from this category will continue to be estimated using a Tier 1 approach in accordance with the 2023 EMEP Guidebook. Sub-category Other Industrial Applications represented less than 4% of total 2D3d NMVOC emissions.

4.5.17 Degreasing (NFR 2.D.3.e – SNAP 060201; 060203; 060204)

4.5.17.1 Category description

Solvent degreasing refers to operation processes, usually performed within industrial activities, where solvents are used as degreasers to clean products and materials from water insoluble substances (fats), such as oil, grease, wax or tars. This cleaning procedure usually preceeds the application of other treatment processes and occurs mainly in metal industry, plastics products manufacturing, rubber[11], textiles, glass, paper and fiberglass, etc. Usually, solvents used to achieve degreasing are petroleum distillates, chlorinated hydrocarbons, ketones and alcohols, and the cleaning process is usually done in tanks, which may have some form of emissions control (solvent recovery).

Emissions result from the evaporation of the NMVOC contained in organic degreasing solvents, during their use. For most products, all NMVOC will be emitted to the atmosphere. However, in some products, NMVOC will be lost mainly in wastewater.

4.5.17.2 Methodology

NMVOC emissions from degreasing were estimated based on a Tier 2a approach of chapter 2.D.3.a of 2023 EMEP Guidelines (section 3.2.3). Due to lack of national data on used amount of degreasing products or solvent content of degreasing products, this methodology was based on data supplied by European Solvents Industry Group (ESIG), as well as consumption of degreasing substances from EUROSTAT.

NMVOC emissions from degreasing were estimated according to the following equation:

Equation 4-69: NMVOC emissions from degreasing

$$Emi_{NMVOC} = Deg_{consump} \times (100\% - \eta_{abatement})$$

Where:

Emi_{NMVOC}: NMVOC emissions from degreasing (t)

$Deg_{consump}$: Consumption of degreasing substances (t)

$\eta_{abatement}$: Abatement efficiency (%)

[11] Emissions from degreasing in this industry are included under rubber processing.

4.5.17.3 Emission Factors

Activity data / Penetration of different techniques

As a result of the wide range of activities for which metal cleaning is used, it is very difficult to get a reliable picture of the penetration of the different techniques in Portugal. Due to lack of national data, and following guidance from 2023 EMEP Guidebook, data was obtained from ESIG inventory. Data supplied from ESIG consisted of NMVOC emissions for Portugal's sub-category 2.D.3.e from 2013 onwards.

Abatement technologies

Due to lack of data regarding abatement techniques that may occur in the country, we considered the following:

. from 1990 to 1999, prior to the publication of the Solvents Emissions Directive 1999/13/EC, (11th March), we assumed no abatement technologies for degreasing activity were implemented in the country. It was assumed a conservative approach of 0% abatement efficiency, hence, all degreasing substances used were emited as NMVOC;

. from 2011 onwards, with no available information regarding abatement techniques in place in the country or their penetration rate, further research was made on air quality legislation in place. The National Emission Ceilings (NEC) Directive 2001/81/EC (23rd October) stated that by the year 2010 at the latest, Member States should limit their annual national emissions of pollutants such as volatile organic compounds (VOC) to amounts not greater than the emission ceilings laid down in Annex I. Therefore, from 2011 onwards we assumed 30% abatement efficiency, according to ESIG technical paper (2015);

. from 2000 to 2010, with no available information regarding abatement techniques in place in the country or their penetration rate, further research was made on air quality legislation in place. Upon the publication of the Solvents Emissions Directive 1999/13/EC, (11th March), Member States were required to limit emissions of volatile organic compounds due to the use of organic solvents in certain activities and installations, such as industrial degreasing. Also, the National Emission Ceilings (NEC) Directive 2001/81/EC (23rd October), stated that, by the year 2010 at the latest, Member States should limit their annual national emissions of pollutants such as volatile organic compounds (VOC) to amounts not greater than the emission ceilings laid down in Annex I. As a Member State, Portugal had to comply with these European commitments, however, there is no national data on the progress of these Directives. Therefore, from 2000 to 2010 we assumed a linear growing trend between 0% and 30% abatement efficiencies.

4.5.17.4 Activity Data

From 2013 onwards, NMVOC emissions from degreasing substances was available from ESIG. Degreasing substances consumption was estimated assuming 30% abatement efficiency, according to the following equation:

Equation 4-70: Consumption of degreasing substances – 2013 onwards

$$Deg_{consump,y} = Emi_{NMVOC,y} \times \frac{100\%}{(100\% - 30\%)}$$

Where:

$Deg_{consump,y}$: Consumption of degreasing substances in year y (t)

$Emi_{NMVOC,y}$: NMVOC emissions (ESIG) in year y (t)

From 1990 to 2012, the splicing technique "overlap" (section 5.3.1.1 of the 2006 IPCC Guidelines) was used in order to estimate degreasing substances consumption, using surrogate data from EUROSTAT, according to the following equation:

Equation 4-71: Consumption of degreasing substances – 1990-2012

$$Deg_{consump,y} = App_{consump,y} \times \frac{Deg_{\text{consump},2013-2022}}{App\ \text{consump}_{2013-2022}}$$

Where:

$Deg_{consump,y}$: Consumption of degreasing substances in year y (t)

$App_{consump,y}$: Apparent consumption of degreasing substances (EUROSTAT) in year y (t)

$Deg_{consump,2013-2022}$: Average consumption of degreasing substances in 2013-2022 (t)

$App_{consump,2013-2022}$: Average apparent consumption of degreasing substances (EUROSTAT) in 2013-2022 (t)

Apparent consumption data on degreasing substances was estimated from sold production, imports and exports from EUROSTAT for the whole time series, according to the following equation:

Equation 4-72: Apparent consumption substances in degreasing

$$App_{consump} = Sold\ Prod + Imp - Exp$$

Where:

$App_{consump}$: Apparent consumption of metal degreasing substances (t)

Sold Prod: Sold production of metal degreasing substances (t)

Imp: Imports of metal degreasing substances (t)

Exp: Exports of metal degreasing substances (t)

Emissions of Mainland Portugal represent 100.0% of the total territory. This share has been estimated based on fuel sold to "Chemical Industry" (1.A.2.c).

4.5.17.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

According to chapter 2.D.3.e of the 2019 EMEP Guidebook (section 2.3), the most common cleaning organic solvents are methylene chloride, trichloroethylene; tetrachloroethylene and xylenes. However, we found that a Portuguese facility was using p-xylene as feedstock for terephthalic acid (PTA) production. Therefore, we only used trichloroethylene and tetrachloroethylene values from EUROSTAT.

A comparison between degreasing substances data from EUROSTAT and those considered in the inventory is presented in the figure below for the whole time series.

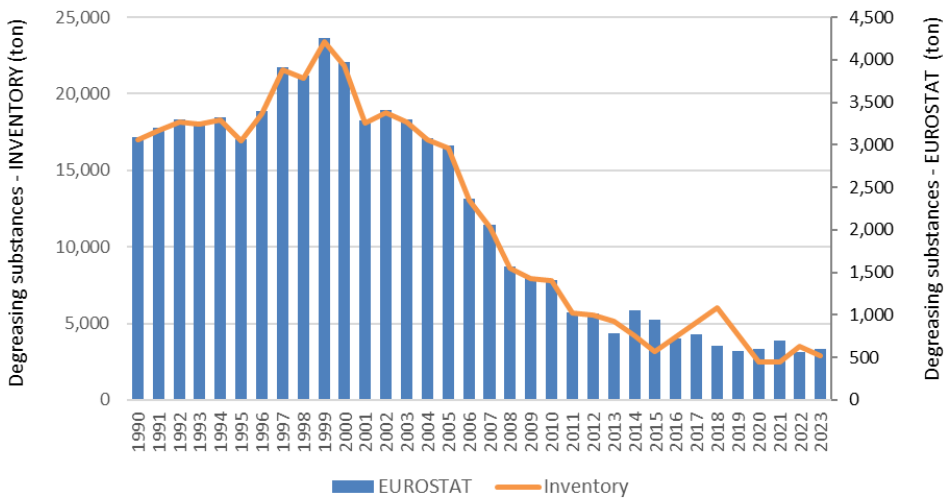


Figure 4-65: Degreasing substances consumption – total territory

2018 data considered in the inventory, although identified as an outlier, is country specific consumption of degreasing substances obtained from ESIG.

According to the 2019 EMEP Guidebook, it is good practice to use statistics about solvent sales, such as EUROSTAT, as a basis for the calculations when applying the Tier 1 method, which Portugal was applying in our previous estimates.

In order to apply a Tier 2, further research was done and country specific data was obtained from ESIG. Although we used direct data from ESIG in our estimates from 2013 onwards without performing a thorough QA/QC to the values, we believe the new acquired data to be more in line with national circumstances, given that Portuguese facilities report directly to this entity. Nevertheless, we intend to contact ESIG in hope to clarify this outlier.

4.5.17.6 Recalculations

Recalculations in 1990-2012 resulted from the update on 2022 imports of metal degreasing substances.

4.5.17.7 Further Improvements

According to the 2023 EMEP Guidelines, in order to apply a Tier 2 approach, an insight into the penetration of the different technologies is necessary, as well as abatement techniques that may occur in the country. Following further research, Portugal was unable to collect national data concerning degreasing sector.

For the time being, Portugal will apply the methodology presented in this submission, based on ESIG data for the country.

We intend to contact ESIG in hope to clarify the outlier identified in degreasing substances consumption in 2018. Although we use direct data from ESIG in our estimates from 2013 onwards without performing a thorough QA/QC to the values, we believe the new acquired data to be more in line with national circumstances, given that Portuguese facilities report directly to this entity.

Portugal also intends to clarify with ESIG whether correction factors should be used when working directly with NMVOC emissions for 2D3e, instead of solvent VOC emissions by REACH end use sector.

We hope to report the clarifications or proceed with an activity data revision on the next IIR submission.

4.5.18 Dry cleaning (NFR 2.D.3.f – SNAP 060202)

4.5.18.1 Category description

In essence, dry cleaning seeks to remove contamination or dirt from cloths, textile, furs, leather, down leathers, textiles or other objects made of fibers, using chlorinated organic solvents, predominantly tetrachloroethylene (PER).

The dry-cleaning sector in Portugal is undergoing a transformation. According to dry cleaning sectoral entities, in the next 2 to 3 years there will be a transformation from dry cleaning with solvents to wetcleaning – cleaning with water (alternative technology to dry cleaning using solvents). They also informed that dry cleaning technologies using hydrocarbon and siloxane solvents have not established themselves in our country, and do not constitute the future for this activity.

4.5.18.2 Methodology

There is no available stratified data regarding the different solvents used or amount of textiles treated in dry cleaning or abatement techniques that may occur in the country. Therefore, and according to dry cleaning sectoral entities, we assumed that PER is the only solvent used in Portugal for dry-cleaning. NMVOC emissions from dry cleaning were estimated based on a Tier 1 approach from chapter 2.D.3.f of 2023 EMEP Guidelines.

Apparent consumption of PER was estimated according to the following equation:

Equation 4-73: PER apparent consumption

$$\text{App Cons} = \text{Production} + \text{Imports} - \text{Exports}$$

Where:

App Cons: Apparent consumption of Perchloroethylene (t)

Production: National production of Perchloroethylene (t)

Imports: Imports of Perchloroethylene (t)

Exports: Exports of Perchloroethylene (t)

NMVOC emissions were estimated according to the following equation:

Equation 4-74: NMVOC emissions

$$Emi_{NMVOC} = PER_{Cons} \times (EF_{OC} \times \%_{OC} + EF_{CC} \times \%_{CC})$$

Where:

Emi_{NMVOC}: NMVOC emissions

PER_{Cons}: Percloroethylene apparent consumption (t)

EF_{OC}: Open circuit equipment emission factor

$\%_{OC}$: % of Open circuit equipments

EF_{CC}: Closed circuit equipment emission factor

$\%_{CC}$: % of Closed circuit equipments

4.5.18.3 Emission Factors

The following parameters by type of equipment were chosen to estimate emissions for dry cleaning. According to Section 3.2 (Page 6) of chapter "2.D.3.f Dry cleaning" of the 2019 EMEP Guidebook, solvent emissions directly from the cleaning machine into the air represent about 80% of the solvent consumption (i.e. 80% of solvent used for the replacement of lost solvent) for an open-circuit equipment and little more than 40% for a closed-circuit machine.

Table 4-84: Emission Factors

Type of Equipment	Unit	Emission Factor	Source
Open Circuit	Kg NMVOC/ kg PER	0.8	Section 3.2 (Page 6) of chapter "2.D.3.f Dry cleaning" of "EMEP guidebook 2019"
Closed Circuit	Kg NMVOC/ kg PER	0.4	

Also according to Section 3.2 (Page 6) of that chapter, open-circuit equipment is no longer used within the EU, following the European Solvents Directive coming into force. Therefore, we assumed that, from 1999 onwards, there are only closed circuit equipments in dry cleaners in Portugal.

Table 4-85: % of Open Circuit and Closed Circuit equipments

Type of Equipment	1990	1995	1999 onwards
Open Circuit	50	22	0
Closed Circuit	50	78	100
Source: INE			

4.5.18.4 Activity Data

There is no national statistical information available concerning consumption of solvents or amount of textiles treated in dry cleaning activity, because such activity is not included under IAIT and IAPI industrial surveys. Therefore, it was assumed that:

. PER[12] is the only solvent used in Portugal for dry-cleaning;

. all PER consumed in Portugal is used in dry-cleaning[13] activity and

. all PER used is imported (no national production).

From 1995 onwards, annual apparent consumption of PER was estimated from EUROSTAT data on imports and exports of PER. In the period 1990-1994, data was estimated based on 1995 apparent consumption and on GDP trend.

[12] Other organic solvents may be also used in dry-cleaning, such as trichloroethylene, 1,1,1-trichloroethane(methyl chloroform), cichloromethane (methylene chloride), R113 (tri-chloro-trifluoroethane) and aliphatic hydrocarbon solvents C10 to C13.

[13] There is no reference to PER consumption in other industrial activities according to IAIT and IAPI industrial surveys from INE.

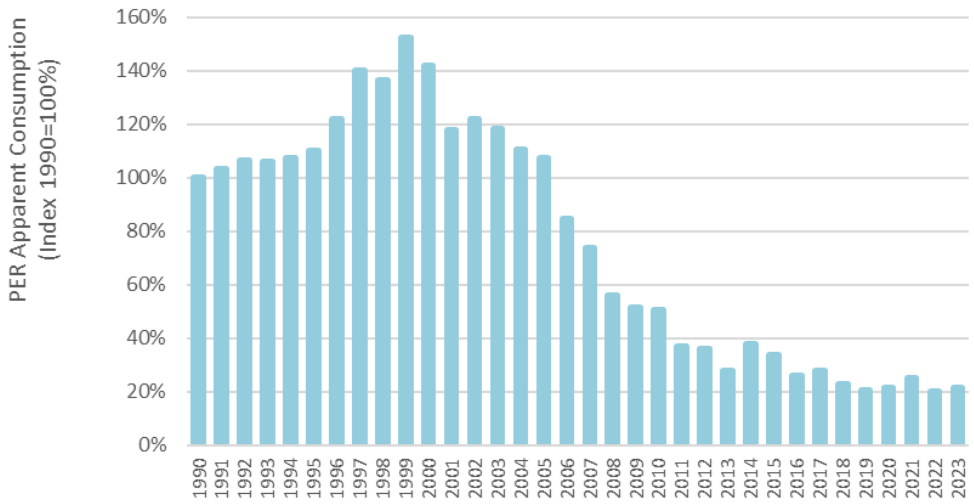


Figure 4-66: Annual consumption of PER – total territory

Emissions of Mainland Portugal represent 95.1% of the total territory. This share has been estimated based on the population.

4.5.18.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.18.6 Recalculations

2022 imports activity data was updated based on EUROSTAT database.

4.5.18.7 Further Improvements

Following Portugal's participation in a capacity building project for Air emission inventories relating to NMVOC emissions, we contacted dry cleaning sectoral entities in order to assess and collect the available data for the sector. However, the referred entity informed us that the dry-cleaning activity in laundries corresponds to a sector of activity that is not organized, and there is little to no available data to work with. Therefore, for the time being, we will continue to estimate NMVOC dry cleaning emissions according to the current methodology.

4.5.19 Chemical Products - Polyester processing (NFR 2.D.3.g - SNAP 060301)

4.5.19.1 Category description

This chapter addresses emissions estimates from polyester processing.

4.5.19.2 Methodology

Emissions from polyester processing were estimated using a Tier 2 approach in accordance with the 2023 EMEP Guidebook. NMVOC emissions were estimated based on the quantity of polyester produced according to the following equation:

Equation 4-75: NMVOC emissions from polyester processing

$$Emi_{NMVOC} = EF_{NMVOC} \times Proc_{POLYESTER} \times 10^{-3}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

EF_{NMVOC}: NMVOC emission factor (g/kg monomer used)

$Proc_{POLYESTER}$: Quantity of monomer used (t)

4.5.19.3 Emission Factors

The technology specific emission factor was obtained from Table 3-2 of chapter "2.D.3.g Chemical Products" of the 2023 EMEP Guidebook. The emission factor was assumed constant for the whole time series.

Table 4-86: NMVOC polyester processing emission factor

SNAP	Unit	NMVOC
Polyester processing	g/kg monomer used	50

Data on polyester production is available from Eurostat in the periods 2000-2002 and from 2008 onwards. In the periods 1990-1999 and 2003-2007, data has been estimated based on gross domestic product trend.

Polyester production is presented in the figure below. The decrease in polyester production from 2008 to 2011 can be explained due to an economic recession period.

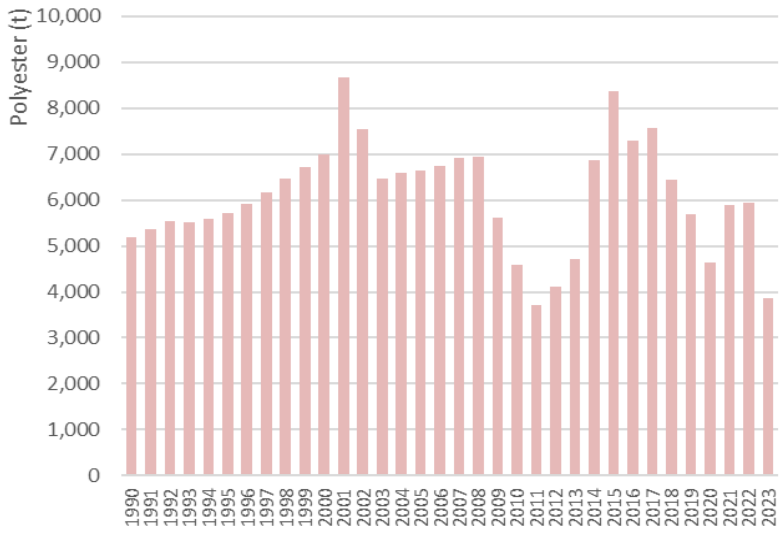


Figure 4-67: Polyester production

4.5.19.4 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.19.5 Recalculations

No recalculations were made.

4.5.19.6 Further Improvements

In the future, we intend to collect information on abatement techniques.

4.5.20 Chemical Products - Polyvinylchloride processing (NFR 2.D.3.g - SNAP 060302)

Following a review recommendation regarding VCM production, the team learned there is only one PVC production facility in the country. QA/QC procedures to the sector revealed a category allocation error. Actually, the former estimate refers to PVC production, but was being reported in sub-category 2.D.3.g (PVC processing). Furthermore, this category was already applying EFs from chapter 2.B of the 2023 EMEP GB, related to PVC production. There are no available EFs in 2023 EMEP GB for PVC processing. For these reasons, in this submission the estimate was allocated from category 2.D.3.g to 2.B.10.a.

4.5.21 Chemical Products - Polyurethane foam processing (NFR 2.D.3.g - SNAP 060303)

4.5.21.1 Category description

This chapter addresses emissions estimates from polyurethane foam processing.

4.5.21.2 Methodology

Emissions from polyurethane foam processing were estimated in accordance with the 2023 EMEP Guidebook. NMVOC emissions were estimated from the quantity of foam processed according to a Tier 2 approach:

Equation 4-76: NMVOC emissions from Polyurethane foam processing

$$Emi_{NMVOC} = EF_{NMVOC} \times Prod_{FOAM} \times 10^{-3}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

EF_{NMVOC}: NMVOC emission factor (g/kg foam processed)

$Prod_{FOAM}$: Quantity of foam produced (t)

4.5.21.3 Emission Factors

The technology specific emission factor was obtained from the 2023 EMEP Guidebook.

Table 4-87: NMVOC foam processing emission factor

SNAP	Unit	NMVOC	Source
Polyurethane foam processing	g/kg foam processed	120	Table 3-3 of chapter 2.D.3.g Chemical Products of the 2023 EMEP Guidebook

4.5.21.5 Activity Data

In the period 1992-onwards, data on polyurethane production is available from the IAPI industrial surveys from INE. The 1990-1991 production values were estimated based on GVA trend for the chemical and fibres sector and on the 1992 national survey value.

Due to confidentiality constraints, the activity data is presented in index (1990 year = 100).

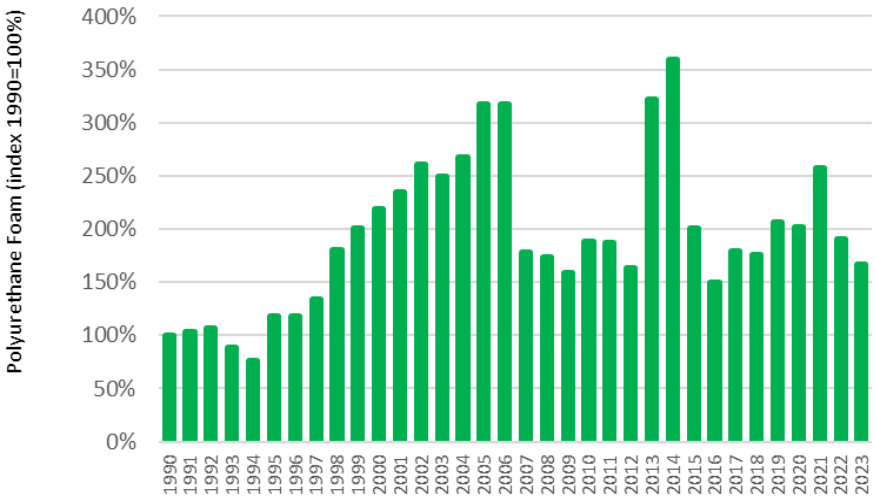


Figure 4-68: Polyurethane Production (Index 1990=100)

4.5.21.6 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.21.7 Recalculations

No recalculations were made.

4.5.21.8 Further Improvements

No further improvements are planned for this sector.

4.5.22 Chemical Products - Polystyrene foam processing (NFR 2.D.3.g - SNAP 060304)

4.5.22.1 Category description

This chapter addresses emissions estimates from polystyrene foam processing.

4.5.22.2 Methodology

Emissions from polystyrene foam processing were estimated in accordance with the 2023 EMEP Guidebook.

Emissions were estimated from the quantity of foam produced according to Tier 2 approach:

Equation 4-77: NMVOC emissions from Polyurethane foam processing

$$Emi_{NMVOC} = EF_{NMVOC} \times Prod_{FOAM} \times 10^{-3}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

EF_{NMVOC}: NMVOC emission factor (g/kg foam processed)

$Prod_{FOAM}$: Quantity of foam produced (t)

4.5.22.3 Emission Factors

The technology specific emission factor was obtained from 2023 EMEP Guidebook. The emission factor was assumed constant for the whole time series.

Table 4-88: NMVOC foam processing emission factor

SNAP	Unit	NMVOC	Source
Polystyrene foam processing	g/kg foam processed	60	Table 3-4 of chapter 2.D.3.g Chemical Products of 2023 EMEP Guidebook

4.5.22.4 Activity Data

Data on polystyrene foam production is available from the IAPI industrial surveys from INE in the period 1995-onwards. The 1990-1994 production values were estimated based on gross value added trend for the chemical and fibres sector and on the 1995 national survey value.

Due to confidentiality constraints, the activity data is presented in index (1990 year = 100).

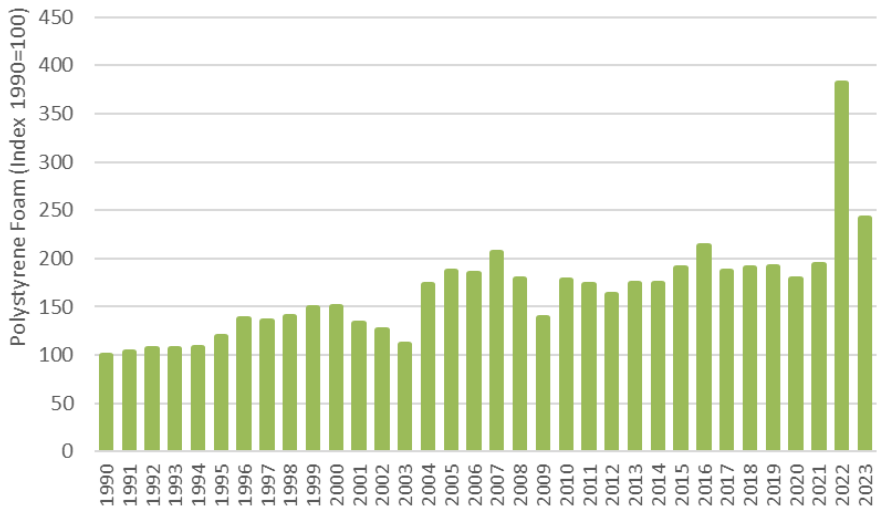


Figure 4-69: Polystyrene Foam Production (Index 1990=100)

4.5.22.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.22.6 Recalculations

2022 activity data update.

4.5.22.7 Further Improvements

No further improvements are planned for this sector.

4.5.23 Chemical Products - Rubber processing (NFR 2.D.3.g - SNAP 060305)

4.5.23.1 Category description

This chapter addresses emissions estimates from rubber processing.

4.5.23.2 Methodology

Emissions from rubber processing was estimated based on a Tier 2 approach in accordance with the 2023 EMEP Guidebook. Rubber processed for tyre production is not included in this sector.

NMVOC emissions were estimated from the quantity of rubber processed according to:

Equation 4-78: NMVOC emissions from rubber processing

$$Emi_{NMVOC(y)} = EF_{NMVOC} \times Prod_{RUBBER} \times 10^{-3}$$

Where:

$Emi_{NMVOC(y)}$: NMVOC emissions (t)

EF_{NMVOC}: NMVOC emission factor (g/kg rubber produced)

$Prod_{RUBBER}$: Quantity of rubber produced (t)

4.5.23.3 Emission Factors

The emission factor used for rubber processing was obtained from the 2023 EMEP Guidebook.

Table 4-89: NMVOC rubber processing emission factor

SNAP	Unit	NMVOC	Source
Rubber processing	g/kg rubber produced	8	Table 3-5 of chapter "2.D.3.g Chemical Products" of 2023 EMEP Guidebook

4.5.23.4 Activity Data

From 1992 onwards, production data of rubber artefacts was available from IAPI industrial surveys from INE. For the period 1990-1991, statistical enquiries were completely different and data was not comparable with the one obtained from 1992 onwards. Thus, for the period 1990-1991, rubber processed values were based on GVA trend for rubber industry in 1990-1991 period and on 1992 rubber production data.

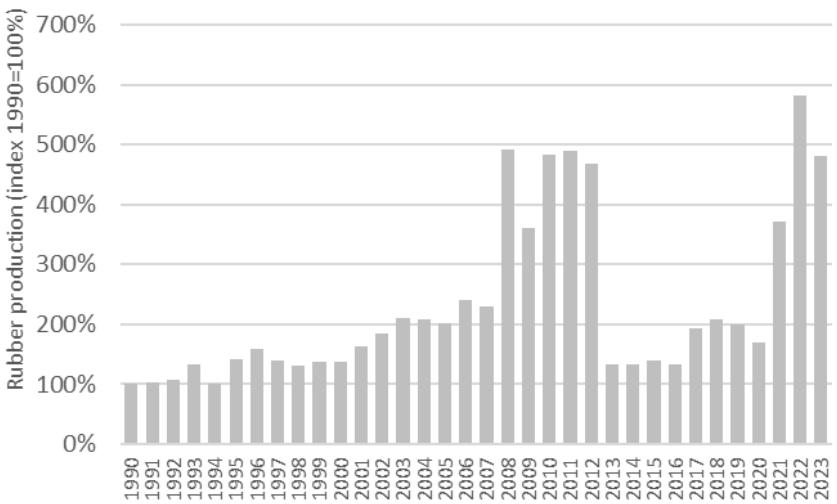


Figure 4-70: Rubber processed – total territory

Emissions of Mainland Portugal represent 100.0% of the total territory. This share has been estimated based on fuel sold to "Chemical Industry" (1.A.2.c).

4.5.23.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.23.6 Recalculations

No recalculations were made.

4.5.23.7 Further Improvements

Activity data in the period 2008-2012 will be analysed with INE in order to understand the reasons behind the relevant increase of rubber production in this period.

4.5.24 Chemical Products - Pharmaceutical Products Manufacturing (NFR 2.D.3.g – SNAP 060306)

4.5.24.1 Category description

This chapter addresses emissions estimates from pharmaceutical products manufacturing.

4.5.24.2 Methodology

There is no available stratified data regarding the types or amounts of solvents used in pharmaceutical products manufacturing or abatement techniques that may occur in the country. NMVOC emissions from this category were estimated using a Tier 1 approach based on the quantity of pharmaceutical products produced, in accordance with the 2023 EMEP Guidebook:

Equation 4-79: NMVOC emissions from Pharmaceutical Products Manufacturing

$$Emi_{NMVOC} = EF_{NMVOC} \times Pharm_{prod} \times 10^{-6}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

EF_{NMVOC}: NMVOC emission factor (g/kg product)

$Pharm_{prod}$: Quantity of pharmaceutical products produced (kg)

4.5.24.3 Emission Factors

The emission factor used for pharmaceutical products manufacturing was obtained from Table 3-1 of chapter 2.D.3.g Chemical Products of the 2023 EMEP Guidebook.

Table 4-90:Tier 1 NMVOC emission factor

SNAP	Unit	NMVOC
Chemical Products Use	g/kg product	10

4.5.24.4 Activity Data

For the period 2008-2011, pharmaceutical products manufacturing data was obtained from EUROSTAT. For the 1990-2007 period, data was estimated based on GVA trend for pharmaceutical industry and on 2008 production data. For the 2012-2015 period, data was estimated based on GVA trend for pharmaceutical industry and on 2011 production data. For 2016 onwards, data was estimated based on GDP trend.

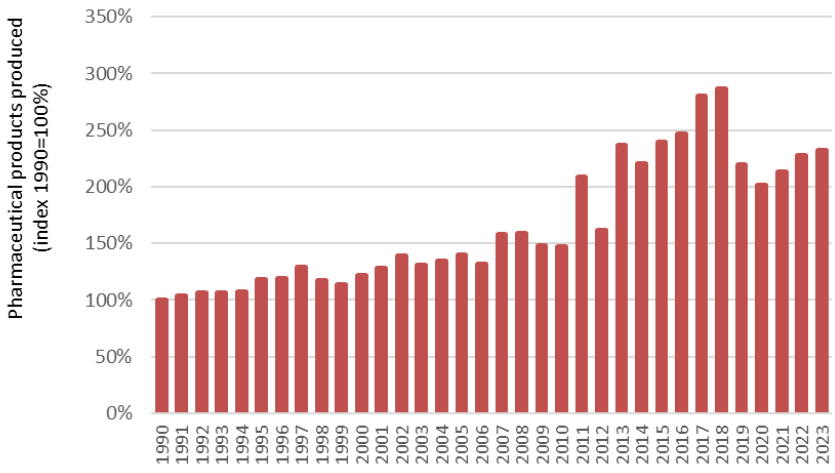


Figure 4-71: Pharmaceutical products produced – total territory

Emissions of Mainland Portugal represent 100.0% of the total territory. This share has been estimated based on fuel sold to “Chemical Industry” (1.A.2.c).

4.5.24.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.24.6 Recalculations

2021-2022 activity data was updated.

4.5.24.7 Further Improvements

Most of 2D3g sub-categories are estimated according to a Tier 2 methodology based on the 2023 EMEP GB. The Party acknowledges that a Tier 1 method is not best practice and could lead to overestimation and/or underestimation of emissions. However, there is no available stratified data regarding the types or amounts of solvents used in sub-category "Pharmaceutical Products Manufacturing" or abatement techniques that may occur in the country. The team has prioritized other NFR key categories whose activity data were easier to collect, like Degreasing (2.D.3.e) and Printing (2.D.3.h), which were recently revised in order to apply a Tier 2 methodology. Therefore, for the time being, and due to limited human resources on the inventory team, NMVOC emissions from this sub-category will continue to be estimated using a Tier 1 approach in accordance with the 2023 EMEP Guidebook. In the future, we intend to make efforts in order to collect more reliable national statistics data for the whole time series in order to update methodology to a Tier 2. We will further investigate on available information on solvents amounts used in pharmaceutical products manufacturing. Sub-category Pharmaceutical Products Manufacturing represents less than 1% of total 2D3g NMVOC emissions.

4.5.25 Chemical Products - Paints, Inks and Glues Manufacturing (NFR 2.D.3.g - SNAP 060307; 060308; 060309)

4.5.25.1 Category description

This chapter addresses emissions estimates from Paints, Inks and Glues Manufacturing.

4.5.25.2 Methodology

Emissions from paints, inks and glue manufacturing were estimated based on a Tier 2 approach in accordance with the 2023 EMEP Guidebook. Emissions were estimated based on the quantity of Paints, Inks and Glues produced according to the following equation:

Equation 4-80: Emissions from Paints, Inks and Glues Manufacturing

$$Emi_{(p)} = EF \times ProductManuf_{(p)} \times 10^{-3}$$

Where:

$Emi_{(p)}$: Emissions from manufacturing of product p (t)

EF: Emission factor for production of paints, inks and glue (g/kg product)

$ProductManuf_{(p)}$: Quantity of product p manufactured (t)

p: product (paint, ink, glue)

4.5.25.3 Emission Factors

Paints and inks manufacturing related TSP emission factor was obtained from chapter "6.4 Paint and Varnish" of USEPA AP-42.

NMVOC default emission factor and Abatement technologies were taken from 2023 EMEP Guidebook. Control strategies were obtained from GAINS model developed by IIASA (http://gains.iiasa.ac.at) and applied in the following manner:

Equation 4-81: NMVOC emission factor for Paints, Inks and Glues Manufacturing

$$EF_{NMVOC(y)} = \sum_{t} \left(\frac{CS_{(t,y)}}{100} \times \left(1 - \frac{AT_{(t)}}{100}\right) \times EF_{NMVOC(default)} \right)$$

Where:

EF_{NMVOC}: NMVOC emission factor (t)

$CS_{(t)}$: Control strategy, share of Abatement technology t (%)

$AT_{(t)}$: Efficiency of Abatement technology t (%)

t: Abatement technology

$EF_{NMVOC(default)}$: Default NMVOC emission factor

Table 4-91: Emission Factors

SNAP	Unit	Pollutant	EF	Source
Paints, Inks and Glues Manufacturing	g/kg product	NMVOC	11	Table 3-11 of chapter "2D3g Chemical Products" of 2019 EMEP Guidebook
Paints and Inks Manufacturing	g/kg product	TSP	10	USEPA AP-42

Table 4-92: NMVOC Abatement technology (Source: EMEP/EEA, 2019)

Abatement Technology	Unit	Efficiency
Use of good practices	%	27

Table 4-93: NMVOC Control strategy (Source: IIASA, 2009)

Technology	Unit	1990	1995	2000	2005	2010 onwards
Use of good practices	%	0	0	0	50	100
No control	%	100	100	100	50	0

Table 4-94: NMVOC final emission factor

Parameter	Unit	1990	1995	2000	2005	2010 onwards
Final EF	g/kg product	11.0	11.0	11.0	9.5	8.0

4.5.25.4 Activity Data

From 1992 onwards, production of paints was obtained from IAPI (INE industrial survey). In the period 1990-1991, data has been estimated based on GDP trend and on 1992 paints production data.

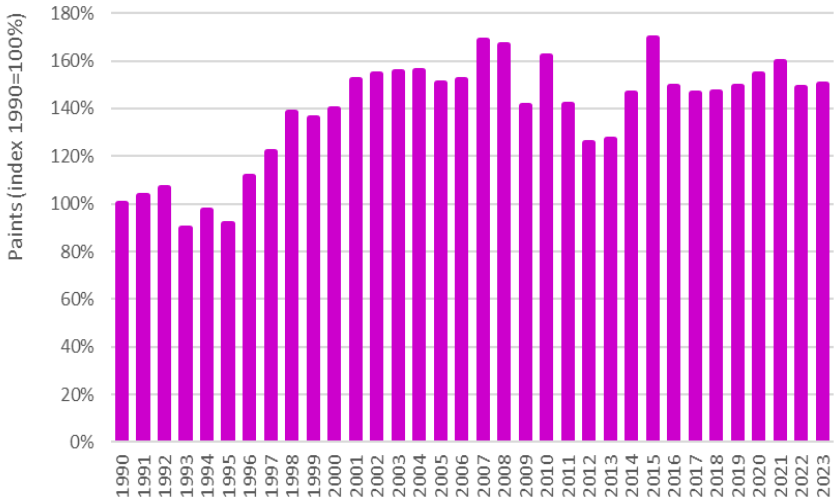


Figure 4-72: Paints Manufacturing – total territory

From 1994 onwards, production of inks was available from IAPI (INE industrial survey). In the period 1990-1993, data has been estimated based on GDP trend and on 1994 inks production data.

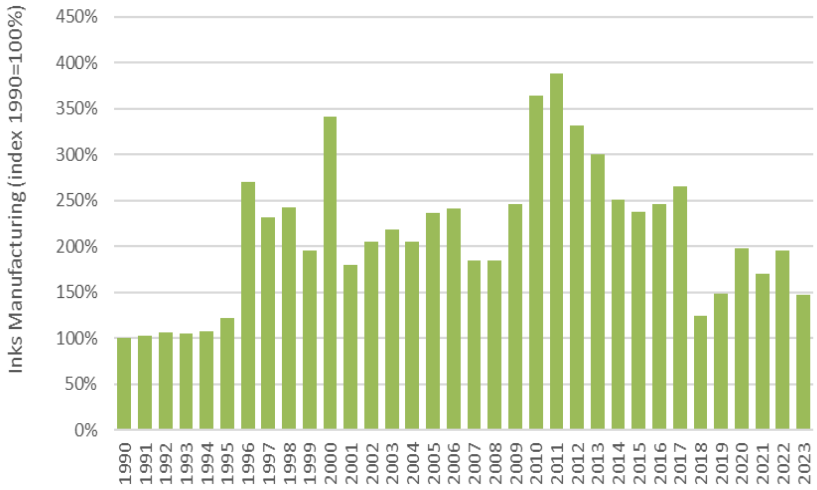


Figure 4-73: Inks manufacturing – total territory

Data on glues manufacturing was available from IAPI (INE industrial survey) for the whole time series.

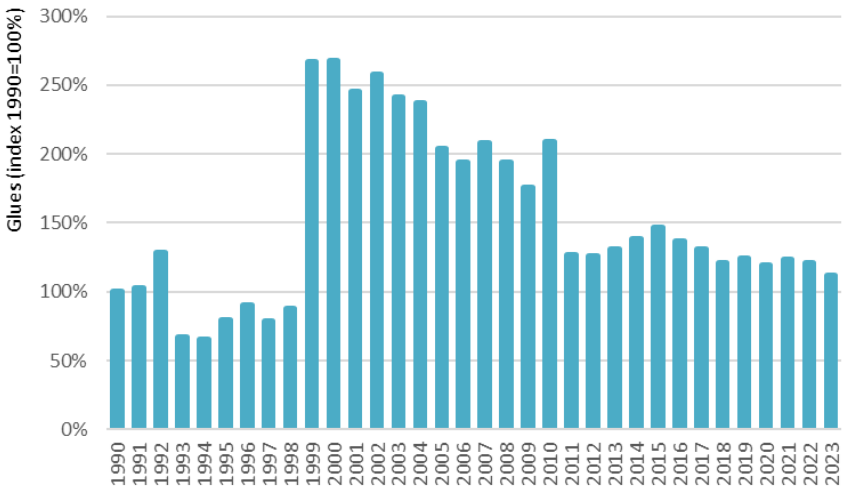


Figure 4-74: Glues Manufacturing – total territory

Emissions of Mainland Portugal represent 100.0% of the total territory. This share has been estimated based on fuel sold to "Chemical Industry" (1.A.2.c).

4.5.25.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.25.6 Recalculations

2021-2022 glues production activity data update.

4.5.25.7 Further Improvements

No further improvements are planned.

4.5.26 Chemical Products - Asphalt Blowing (NFR 2.D.3.g – SNAP 060310)

4.5.26.1 Category description

This chapter addresses emissions estimates from asphalt blowing.

In Portugal, air blowing of asphalt was conducted at oil refineries. In 1990 there were three oil refining plants in Portugal: Porto, Lisbon and Sines. In 1993, the Lisbon unit was closed. Asphalt blowing in Porto's facility occurred between 1990 and 1998. Asphalt blowing in Sines's facility occurred between 1990 and 2012. There is no asphalt blowing activity in the country ever since.

Asphalt blowing units were designed to convert low quality asphalt into high quality, from vacuum residue and through air injection on the bottom of the oxidation column. Blown asphalt produced was used in roofing materials, as well as road paving.

Asphalt blowing occurred in vertical stills, improving asphalt-air contact and consequent reduction in blowing times, as well as lower asphalt losses. Given this activity does not occur in Portugal for at least 10 years, we were unable to determine whether asphalt blowing was a batch process or a continuous operation, as well as the type of product obtained (saturant or coating asphalt).

In order to control/reduce emissions from asphalt blowing stills, one of the oil refineries implemented an activated carbon filter followed by an afterburner. No control/reduce emissions from asphalt blowing stills are known for the other two oil refineries.

4.5.26.2 Methodology

Emissions related to asphalt blowing were estimated based on a Tier 2 approach in accordance with the 2023 EMEP Guidebook, from the amount of asphalt produced in the asphalt blowing units of each refinery, according to the following equation:

Equation 4-82: Emissions from asphalt blowing units

$$Emi_{pol(y)} = EF_{pol(y)} \times Asphalt_{prod} \times 10^{-6}$$

Where:

$Emi_{pol(y)}$: Pollutant "y" emissions (t)

$EF_{pol(y)}$: Pollutant "y" emission factor (g/t asphalt)

$Asphalt_{prod}$: Amount of asphalt produced in asphalt blowing units (t)

4.5.26.3 Emission Factors

Tier 2 emission factors applied were taken from Table 3-8 of chapter 2.D.3.g of the 2023 EMEP Guidebook.

Table 4-95: Emission Factors for Asphalt Blowing (Uncontrolled)

Pollutant	Unit	EF
NMVOC	g/t asphalt	27200
TSP	g/t asphalt	400
Cd	g/t asphalt	0.0001
As	g/t asphalt	0.0005
Cr	g/t asphalt	0.006
Ni	g/t asphalt	0.05
Se	g/t asphalt	0.0005
PAH	g/t asphalt	2.55

According to the Guidebook, when controls are in operation, it is good practice to use reduction efficiencies as provided in the abatement section to derive the emission factors for the controlled process. In order to control/reduce emissions from asphalt blowing stills, one of the oil refineries implemented an activated carbon adsorption column followed by an afterburner. Abatement technologies efficiencies applied for NMVOC and TSP were taken from table 3-18 of chapter 2.D.3.g of 2019 EMEP Guidebook and are listed in the table below. No abatement efficiency is available for the activated carbon adsorption column in the EMEP Guidebook.

Table 4-96: Abatement technologies efficiencies

Abatement Technology	Pollutant	Unit	EF
Afterburner	NMVOC	%	96
	TSP	%	100

4.5.26.4 Activity Data

In 1990 there were three oil refining plants in Portugal: Porto, Lisbon and Sines. In 1993, the Lisbon unit was closed. Asphalt blowing in Porto's facility occurred between 1990 and 1998. Asphalt blowing in Sines's facility occurred between 1990 and 2012. There is no asphalt blowing activity in the country ever since.

Total weight of asphalt blown was obtained from the refineries and is presented in the figure below as an index related to the 1990 value, due to confidentiality constraints. Missing years were obtained from DGEG.

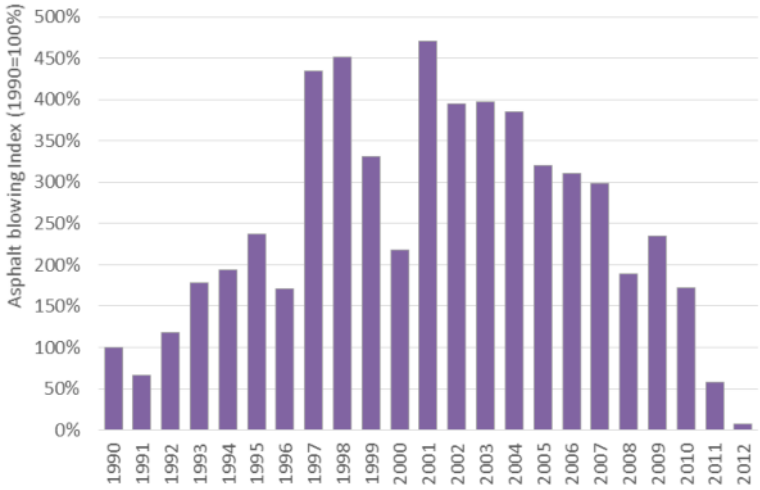


Figure 4-75: Asphalt produced in Asphalt Blowing Units (Index related to 1990 value)

Emissions of Mainland Portugal represent 100.0% of the total territory. This share has been estimated based on fuel sold to "Chemical Industry" (1.A.2.c).

4.5.26.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

Following a NECD review recommendation, further investigation and contacts with the refineries and our Focal Points, we confirmed that asphalt blowing units only existed in the refineries'sites. Therefore, we obtained a revised activity data series from 1990 to 2012. From 2013 onwards, no asphalt blowing activity has occurred in the country.

Also, upon contacting the refineries, we learned abatement technologies were implemented at the time, so abatement efficiencies for NMVOC and TSP were introduced for the first time in this submission.

4.5.26.6 Recalculations

No recalculations were made.

4.5.26.7 Further Improvements

No further improvements are planned for this sector.

4.5.27 Chemical Products - Adhesive, Magnetic Tapes, Films and Photographs Manufacturing (NFR 2.D.3.g – SNAP 060311)

4.5.27.1 Category description

This chapter addresses emissions estimates from adhesive, magnetic tapes, films and photographs manufacturing.

4.5.27.2 Methodology

NMVOC emissions resulting from this activity were estimated according to a Tier 1 approach from the 2023 EMEP Guidebook:

Equation 4-83: NMVOC emissions

$$Emi_{NMVOC} = AD \times \frac{EF_{NMVOC}}{1000}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

AD: Production data (t)

EF_{NMVOC}: NMVOC emission factor (kg/t)

4.5.27.3 Emission Factors

NMVOC emission factor was taken from Table 3-1 of chapter 2.D.3.g Chemical Products from the 2023 EMEP Guidebook and is listed in the table below.

Table 4-97: Emission factors

Parameter	Unit	EF
NMVOC	Kg/t product	10

4.5.27.4 Activity Data

From 1995 to 2007, activity data on adhesive, magnetic tapes, films and photographs was obtained from EUROSTAT. From 2008 onwards, activity data on adhesive, magnetic tapes, films and photographs was obtained from the national statistics'office database. In the period 1990-1994, data has been estimated based on 1995 production data and on GDP trend.

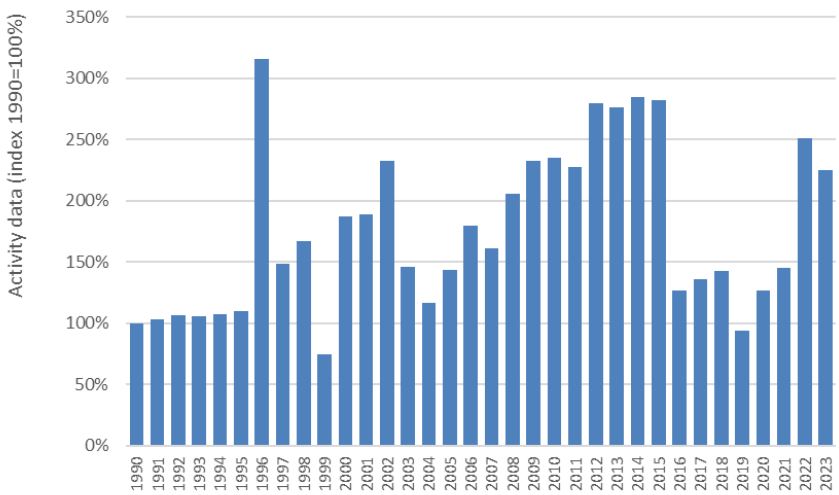


Figure 4-76: Adhesive, magnetic tapes, films and photographs production

4.5.27.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

Following QA/QC procedures to the sector, activity data was revised for the whole time series. Further analysis of the products considered in the activity data time series, collected from the National Statistics Office, resulted in the elimination of the amounts of one product that was not adhesive.

4.5.27.6 Recalculation

No recalculations were made.

4.5.27.7 Further Improvements

Regarding category *Adhesive, magnetic tapes, films and photographs manufacturing*, it is Portugal's intention to obtain the data required in order to move to a Tier 2 methodology. This issue has been part of Portugal's Inventory Improvement Plan, however, we have prioritized other NFR key categories whose activity data were easier to collect, like *Degreasing* (2.D.3.e) and *Printing* (2.D.3.h), which were recently revised in order to apply a Tier 2 methodology. Furthermore, *Adhesive, magnetic tapes, films and photographs manufacturing* represents less than 1% of 2.D.3.g NMVOC emissions.

Portugal participated in a capacity building project for Air emission inventories relating to NMVOC emissions, and flagged this category as priority in order to get support to move to a higher Tier methodology.

Unfortunately, we were not able to collect information regarding this category in the scope of the above mentioned capacity building project. Upon a swift investigation on our current estimates, we consider the activity data used is not the most adequate. For that purpose, we have already contacted the sectoral entity related to the Portuguese glues and adhesives industry in order to obtain some information about the sector and clarify the possibility of the application of a Tier 2 methodology. We have not received a response so far.

We would like to emphasize that we cannot guarantee that we will be able to collect the necessary country specific data in order to move to a Tier 2 methodology provided by the EMEP Guidebook 2019, therefore we may have to work on a hybrid approach based on some of the default information provided in the *BREF on Surface Treatment Using Organic Solvents including Preservation of Wood and Wood Products with Chemicals*. Regardless, we intend to make every effort to present a Tier 2 in a future submission.

4.5.28 Chemical Products - Manufacture of Shoes (NFR 2.D.3.g)

4.5.28.1 Category description

This chapter addresses emissions estimates from shoes manufacturing.

4.5.28.2 Methodology

NMVOC emissions from shoes manufacturing were estimated based on a Tier 2 approach in accordance with the 2023 EMEP Guidebook.

Equation 4-84: NMVOC emissions from Manufacture of Shoes

$$Emi_{NMVOC} = EF_{NMVOC} \times Shoes_{Manufactured} \times 10^{-3}$$

Where:

Emi_{NMVOC}: NMVOC emissions from manufacture of shoes (t)

EF_{NMVOC}: Emission factor for manufacture of shoes (kg/pair of shoes)

$Shoes_{Manufactured}$: Quantity of shoes manufactured (pair of shoes)

4.5.28.3 Emission Factors

NMVOC default emission factor was taken from table 3-13 of chapter 2.D.3.g Chemical Products of the 2023 EMEP Guidebook.

Table 4-98: Emission Factors

SNAP	Unit	Pollutant	EF
Manufacture of Shoes	kg/pair of shoes	NMVOC	0.045

4.5.28.4 Activity Data

From 1995 onwards, production data on manufacture of shoes was available from EUROSTAT. In the period 1990-1994, data has been estimated based on GDP trend and on 1995 manufacture of shoes production value.

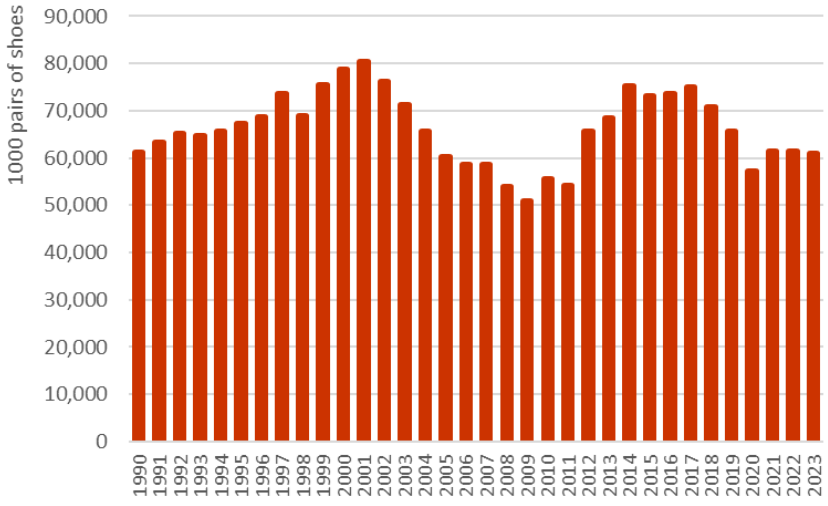


Figure 4-77: Shoes Manufactured – total territory

Emissions of Mainland Portugal represent 100% of the total territory. This share has been estimated based on fuel sold to "Chemical Industry" (1.A.2.c).

4.5.28.5 Category specific QA/QC and verification

Emissions estimates were based on shoe manufacturing data from EUROSTAT. A comparison was made using shoe manufacturing data obtained from national production statistics (IAPI). There are slight differences using the two different approaches but, generally, data is consistent.

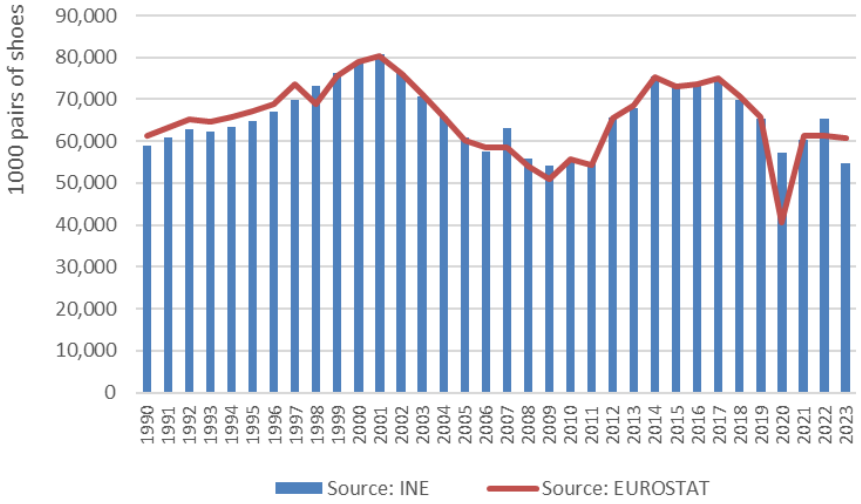


Figure 4-78: Shoes Manufactured – comparison of approaches

4.5.28.6 Recalculations

2022 sold production data has been updated based on EUROSTAT database.

4.5.28.7 Further Improvements

In the future, we intend to contact sectoral associations in order to collect data on abatement techniques.

4.5.29 Chemical Products - Leather Tanning (NFR 2.D.3.g - SNAP 060313)

4.5.29.1 Category description

This chapter addresses emissions estimates from leather tanning.

4.5.29.2 Methodology

NH_3 emissions from leather tanning were estimated based on a Tier 2 approach in accordance with the 2023 EMEP Guidebook.

Equation 4-85: NH_3 emissions from Leather Tanning

$$Emi_{NH3} = EF_{NH3} \times Leather_{Prod} \times 10^{-6}$$

Where:

Emi_{NH3}: NH_3 emissions (t)

EF_{NH3}: NH_3 emission factor (g/kg raw hid)

$Leather_{Prod}$: Leather Produced (kg raw hid)

4.5.29.3 Emission Factors

Leather production data is reported in EUROSTAT in two different units (kg and m^2). Thus, it was necessary to estimate a factor for the conversion of leather m^2 in kg of leather. Mass vs area leather conversion factor was estimated assuming that usually a cow piece of leather has 4 m^2 and weighs 40 kg.

Table 4-99: Mass vs area leather conversion factor

Parameter	Unit	EF	Source
Mass vs area leather conversion factor	Kg/m^2	10	Expert judgment

NH_3 default emission factor was taken from Table 3-14 of chapter 2.D.3.g Chemical Products of the 2023 EMEP Guidebook.

Table 4-100: Emission Factor

SNAP	Unit	Pollutant	EF
Leather Tanning	g/kg raw hid	NH_3	0.68

4.5.29.4 Activity Data

From 2008 onwards, leather production data was available from EUROSTAT. In the period 1990-2007, data has been estimated based on textile and leather industry GVA trend and on 2008 leather production value. Leather production is presented in the figure below.

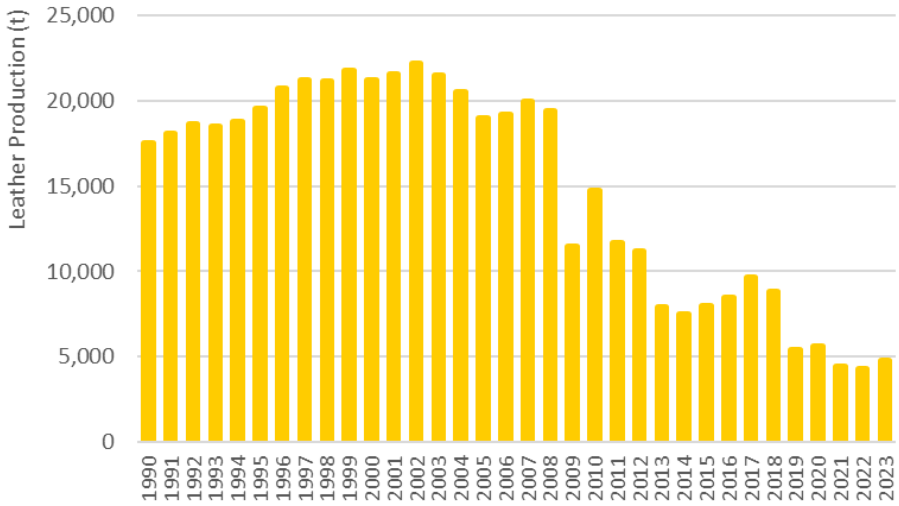


Figure 4-79: Leather production – total territory

Emissions of Mainland Portugal represent 100% of the total territory. This share has been estimated based on fuel sold to "Chemical Industry" (1.A.2.c).

4.5.29.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.5.29.6 Recalculations

2022 activity data update.

4.5.29.7 Further Improvements

Efforts will be made to compile national statistics data on leather production for the 1990-2007 period.

4.5.30 Chemical Products - Tyre Production (NFR 2.D.3.g - SNAP 060314)

4.5.30.1 Category description

This chapter addresses emissions estimates from manufacture of tyres.

4.5.30.2 Methodology

Emissions from tyre manufacturing were estimated based on a Tier 2 approach in accordance with the 2023 EMEP Guidebook. NMVOC emissions result from the solvents used to treat the tyre rubber and were estimated according to:

Equation 4-86: NMVOC emissions from tyre production

$$Emi_{NMVOC} = EF_{NMVOC} \times Tyres_{prod} \times 10^{-6}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

EF_{NMVOC}: NMVOC emission factor (g/kg tyres)

$Tyres_{prod}$: Tyres produced (kg)

4.5.30.3 Emission Factors

NMVOC emission factor applied was taken from Table 3-6 of chapter "2.D.3.g Chemical Products" of the 2023 EMEP Guidebook and is indicated in the table below:

Table 4-101: NMVOC default emission factor

SNAP	Unit	NMVOC
Tyre production	g/kg tyres	10

4.5.30.4 Activity Data

Regarding activity data, we considered production of new tyres as well as retreaded tyres. For this category we did not consider the following items: tyre's inner tubes, rubber straps and profiles. For simplicity sake, we also considered that the amount of solvents required to treat the rubber used in tyre production is the same for new tyres and retreaded tyres.

Production data concerning tyres (in total number of tyres by vehicle type) was available from the IAIT and IAPI industrial surveys from INE for the whole time series. Given that the emission factor unit is in g/kg tyres, we estimated tyre production in kg based on tyre weight by vehicle type (light, duty, machinery, motorcycles). Information on average tyre weight by vehicle was available from VALORPNEU (corporation with the purpose of organizing and managing the national used tyre collection and final disposal system) and is indicated in the table below:

Table 4-102: Tyre weight by vehicle type

Tyre type	Unit	1990-2018 Tyre Weight	2019-2023 Tyre Weight
Light duty vehicle	kg	8.58	8.48
Heavy duty vehicle	kg	60.83	60.15
Machinery	kg	60.83	60.15
Motorcycle	kg	3.51	2.84
Source: VALORPNEU, 2023			

Total tyre production by vehicle type is presented in the figure below. There is a relevant decrease in tyre production from 2007 to 2009, possibly due to the country's economic recession. 2020 data on tyre production are relatively lower due to the COVID pandemic.

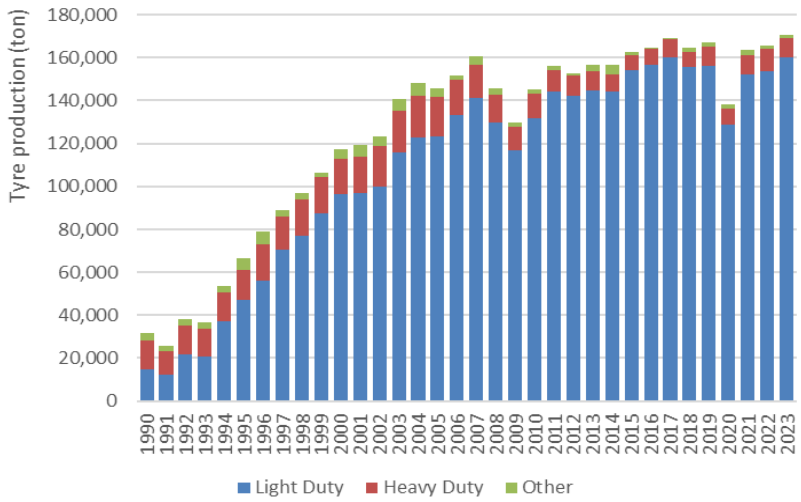


Figure 4-80: Tyre Production – Total territory

Emissions of Mainland Portugal represent 100% of the total territory. This share has been estimated based on fuel sold to "Chemical Industry" (1.A.2.c).

4.5.30.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

Following QA/QC procedures to activity data from national statistics, a revised tyre production series was provided from 1990-2009 and 2020.

4.5.30.6 Recalculations

Following QA/QC procedures to activity data, recalculations resulted from 1990-2009 and 2020 tyre production activity data update.

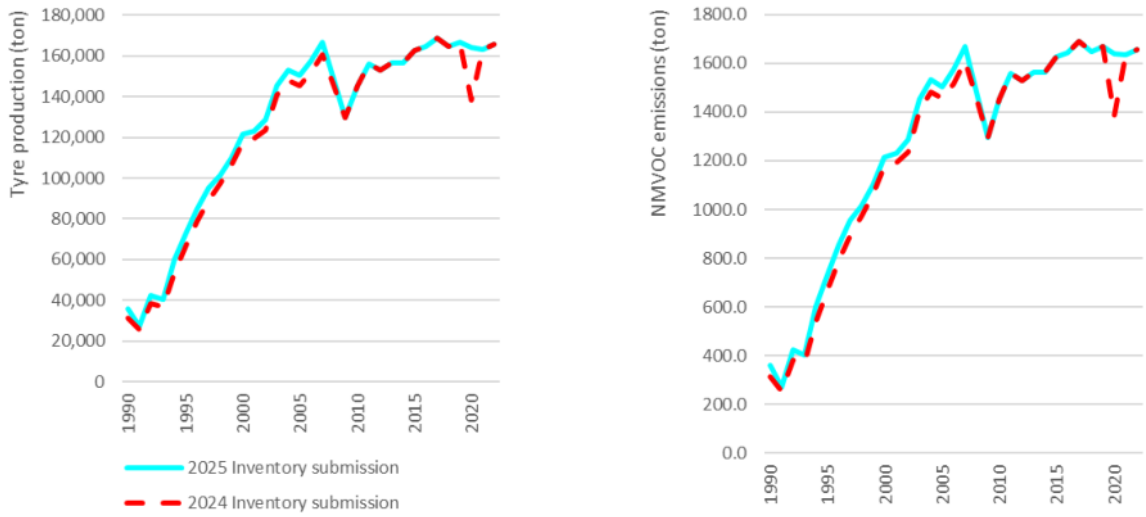


Figure 4-81: Recalculations in Tyre Production

4.5.30.7 Further Improvements

In the future, we intend to contact sectoral associations in order to collect data on abatement techniques.

4.5.31 Printing Industry (NFR 2.D.3.h – SNAP 060403)

4.5.31.1 Category description

Printing involves the application of an ink to several materials by presses, the most common of which is paper, but also cardboard, wood, plastics and metallic artefacts are subjected to this process. Emissions are very dependent of the printing technology because it (i.e., the type of press equipment) dictates the types of inks and coatings – and its solvent content - that can be used and defines, to a large extent, the emissions and the control techniques that are applicable (USEPA, 1985).

Emissions to air arise primarily from the organic solvents contained in inks. Solvents used in cleaning and dampening solutions (commonly isopropanol) are also important sources of VOC emissions. Solvents driven off through evaporation from the inks may be discharged untreated, recovered or destroyed via thermal oxidation (EGTEI, 2005).

According to BREF document on *Surface Treatment Using Organic Solvents including Wood and Wood Products Preservation with Chemicals*, 2020, offset is currently the most widely used printing process for an extensive range of products such as books, newspapers, stationery, corrugated board, posters, etc., due to its versatility, speed, quality, and cost-effectiveness achieved by a series of developments in plates and extending their service life, improved materials allowing higher quality and ease of use with photosetting.

Depending on the type of printing process, substrate or products printed, the offset process is further divided into subprocesses: sheetfed offset; heatset web offset; coldset offset.

Offset inks used in sheetfed and coldset offset dry through adsorption into the paper and by oxidation. With glossy paper especially, adsorption happens too slowly for modern fast printing presses. Modern high-speed webfed offset presses, which print onto non-adsorbent paper, are therefore equipped with forced hot air drying systems; these offset printing processes are called ‘heatset’.

The new building approach was followed by an increased use of modern office technology such as photocopying machines, computers, video display terminals (VDT), laser, matrix, and ink jet printers, carbon paper and carbonless copy paper. At home or in the office, printers and photocopiers are also sources of NMVOC such as benzene, toluene, ethylbenzene, xylenes, and styrene, formaldehyde and acetaldehyde, which derive at least in part from the toner powder that undergoes heating during the printing process (Lee et al, 2001; Leovic et al, 1996; Leovic et al, 1998). Although the absolute emission levels of photocopies, laser and matrix printer copies, and carbonless copy paper are low, large numbers of fresh copies can contribute substantially to office NMVOC concentration, thus reducing the indoor air quality, in particular in the microenvironment of paper handling. It is likely that NMVOC concentration gradients are present in copying rooms with low to no natural ventilation and in rooms in which copies are stored and used.

In Portugal, with the exception of a small number of licensed IPPC industrial printing facilities, the vast majority are small and medium printing companies, which also handle the creation of the image and all the processes involved before the actual printing takes place, along with the binding and finishing. Also, the vast majority of commercial firms do their own printing in-house. Furthermore, there are many street printing shops based on photocopying and inkjet and digital printing. This configuration is mainly related to the activity carried out, since the physical proximity required by the customer, the quick response and the low "time-to-market" of a good part of the sector's products are fundamental aspects in many of the market requests.

NMVOC emissions from printing result from the evaporation of solvents that are components of the ink or that are added (dilution) just prior to printing activities. Emissions may also result from the use of cleaning products and dampeners. Emissions may occur during drying at air or at ovens (heat set).

According to the 2019 EMEP Guidebook, the following printing technologies are considered the main sources of NMVOC emissions in the printing industry: heat set offset printing; publication gravure and rotogravure and flexography. In Portugal, with the exception of a small number of IPPC printing facilities, the vast majority are small and medium printing companies, using mostly offset and digital printing with tonners and cartridges – considered in the inventory as "Other publication". These small and medium companies are not subject to any environmental permit and therefore are "off the grid" and impossible to track and account. Given there are no available EFs for these types of technologies in the Guidelines or in the BREF, we considered NMVOC emissions from these technologies negligible.

4.5.31.2 Methodology

NMVOC emissions from printing were estimated based on a Tier 2 methodology of chapter 2.D.3.h of the 2023 EMEP Guidebook, according to the following equation:

Equation 4-87: NMVOC emissions from printing

$$Emi_{NMVOC} = \mathrm{Ink}_{consump,tech} \times EF_{tech} \times (100\% - \eta_{abatement})$$

Where:

Emi_{NMVOC}: NMVOC emissions from printing (t)

$Ink_{consump)}$: Printing ink consumption, by printing technology (t)

EF_{tech}: NMVOC emission factor for ink, by printing technology (t/t ink)

$\eta_{abatement}$: Abatement efficiency, by printing technology (%)

4.5.31.3 Emission Factors

Emission Factors

Tier 2 NMVOC emission factors by printing technology were taken from Tables 3-2, 3-3, 3-4 and 3-6 of chapter 2.D.3.h of 2023 EMEP Guidelines and are indicated in the table below.

The EMEP Guidebook considers the main printing techniques responsible for most of NMVOC emissions in printing industry to be: heatset offset, publication gravure, flexography and rotogravure. Considering the printing market, as well as printing facilities in the scope of E-PRTR, we consider there are no large flexography facilities in Portugal. In addiction, as already mentioned in the section above, we consider "Other Publication" uses mostly offset and digital printing with tonners and cartridges. Given there are no available EFs for these types of technologies in the EMEP Guidebook or in the BREF, and according to further contacts with the Guidebook's authors, we consider NMVOC emissions from these technologies negligible.

Table 4-103: NMVOC emission factors for printing industry, by technology

Printing technology	Unit	Emission Factor
Heat set offset	g NMVOC/kg ink	730
Publication gravure	g NMVOC/kg ink	300
Other publication	g NMVOC/kg ink	-
Packaging, small flexography	g NMVOC/kg ink	900
Packaging, Rotogravure	g NMVOC/kg ink	800

Abatement techniques

Due to lack of data regarding abatement techniques that may occur in the country, we considered the following:

. from 1990 to 1999, prior to the publication of the Solvents Emissions Directive 1999/13/EC, (11th March), we assumed no abatement techniques for printing activity were implemented in the country. It was assumed a conservative approach of 0% abatement efficiency;

. from 2007 onwards, information regarding abatement techniques in place in the country was collected from E-PRTR (facilities operating above legally applicable solvents consumption thresholds) and sectoral association APIGRAF;

. from 2000 to 2006, with no available information regarding abatement techniques in place in the country or their penetration rate, further research was made on air quality legislation in place. Upon the publication of the Solvents Emissions Directive 1999/13/EC, (11th March), Member States were required to limit emissions of volatile organic compounds due to the use of organic solvents in certain activities and installations, such as printing. Also, the National Emission Ceilings (NEC) Directive 2001/81/EC (23rd October), stated that Member States should limit their annual national emissions of pollutants such as volatile organic compounds (VOC) to amounts not greater than the emission ceilings laid down in Annex I. As a Member State, Portugal had to comply with these European commitments, however, there is no national data on the progress of these Directives. Therefore, from 2000 to 2006 we assumed a growing trend on abatement efficiencies taking into account the two periods above mentioned.

Abatement techniques considered for printing industry by technology are presented in the next table.

Table 4-104: NMVOC abatement techniques considered for printing industry, by technology

Printing Technology	Abatement techniques	Fugitive emission input	Secondary measure	1990-1999	2000	2001	2002	2003	2004	2005	2006	2007-onwards
Heat set offset	No abatement	-	-	100%	87.5%	75.0%	62.5%	50.0%	37.5%	25.0%	12.5%	0%
	Reduced Isopropanol consump	30%	-	0%	13%	25%	38%	50%	63%	75%	88%	0%
	Reduced Isopropanol consump	25%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Isopropanol impregnation	45%	Thermal Incineration	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Reduced Isopropanol consump	30%	Thermal Incineration	0%	0%	0%	0%	0%	0%	0%	0%	100
	Reduced Isopropanol consump	25%	Thermal Incineration	0%	0%	0%	0%	0%	0%	0%	0%	0%
Publication gravure	No abatement	-	-	100%	0%	0%	0%	0%	0%	0%	0%	0%
	Activated carbon adsorption	10%	-	0%	100%	100%	100%	100%	100%	100%	100%	100
	Activated carbon adsorption	10%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%
Packaging, small flexography	No abatement	-	-	100%	87.5%	75.0%	62.5%	50.0%	37.5%	25.0%	12.5%	0%
	Conventional solvent prod	-	Incineration	0%	6%	11%	17%	23%	28%	34%	39%	45%
	Water-based prod	-	-	0%	7%	14%	21%	28%	34%	41%	48%	55%
	UV curing inks	-	-	0%	0%	0%	0%	0%	0%	0%	0%	0%
Packaging, rotogravure	No abatement	-	-	100%	87.5%	75.0%	62.5%	50.0%	37.5%	25.0%	12.5%	0%
	60% replaced by 2 comp. adhesives	-	-	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Conventional solvent prod	-	Incineration	0%	12%	24%	36%	48%	59%	71%	83%	95%
	Conventional solvent prod	-	Absorption and solvent recovery	0%	1%	1%	2%	3%	3%	4%	4%	5%
	60% replaced by 2 comp. adhesives	-	Incineration	0%	0%	0%	0%	0%	0%	0%	0%	0%
	60% replaced by 2 comp. adhesives	-	Absorption and solvent recovery	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Water-based products	-	-	0%	0%	0%	0%	0%	0%	0%	0%	0%

Abated NMVOC emissions by printing technology are presented in the figure below. A comparison is made regarding total NMVOC emissions from printing industry if no abatement techniques were in place (red dashed line).

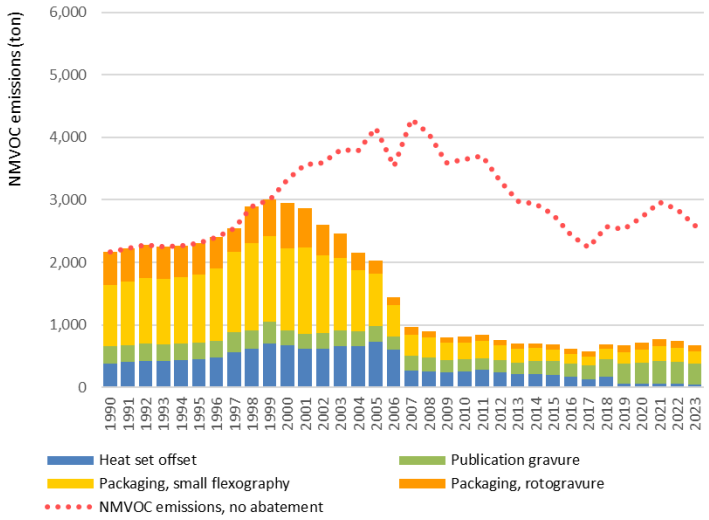


Figure 4-82: Abated NMVOC emissions by printing technology

4.5.31.4 Activity Data

From 2004 onwards, apparent printing ink consumption data was obtained from EUPIA – European Printing Ink Association. Apparent printing ink consumption data was estimated from sold production, imports and exports from EUROSTAT database for the period 1990-2003, according to the following equation:

Equation 4-88: Apparent printing ink consumption

$$App_{consump} = Sold\ Prod + Imp - Exp$$

Where:

$App_{consump}$: Apparent printing ink consumption (t)

Sold Prod: Sold production of printing ink (t)

Imp: Imports of printing ink (t)

Exp: Exports of printing ink (t)

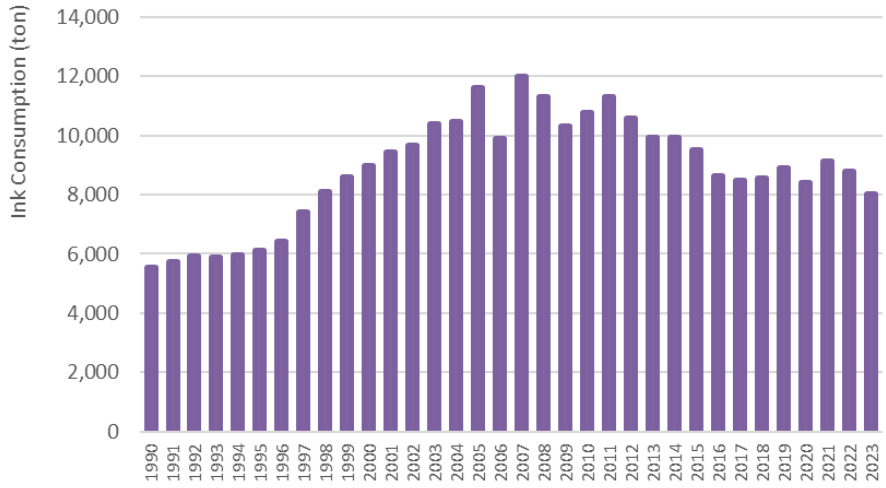


Figure 4-83: Apparent ink consumption in Portugal

Due to lack of data regarding printing technologies that may occur in the country as well as their penetration rate, we considered the following:

. from 1990 to 2006, information regarding printing technologies and their penetration rate in the country was collected from national statistics and several publications from sectoral associations such as EuPIa, APTintas and APIGRAF. Direct contact was made with some facilities and expert judgement was also applied;

. from 2007 onwards, information regarding printing technologies in the country was collected from E-PRTR (facilities operating above legally applicable solvents consumption thresholds) and sectoral association APIGRAF.

The share of ink consumed in the printing industry by printing technology is presented in the figure below.

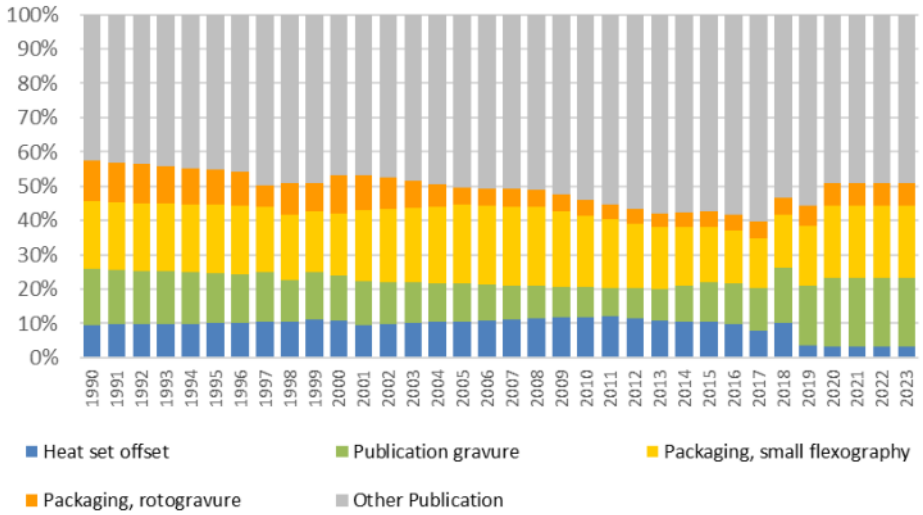


Figure 4-84: Share of ink consumption by printing technology

4.5.31.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

Following QA/QC procedures to the sector, we contacted the European Printing Ink Association (EUPIA), which provided apparent consumption of printing inks in Portugal. A comparison with the printing ink data obtained from EUROSTAT database showed that the EUPIA data from 2004 onwards are consistent with 1990-2003 time series, as presented in the figure below. Therefore, Portugal updated apparent printing ink from 2004 onwards according to the data provided by EUPIA, as it considered to be more in line with national circumstances.

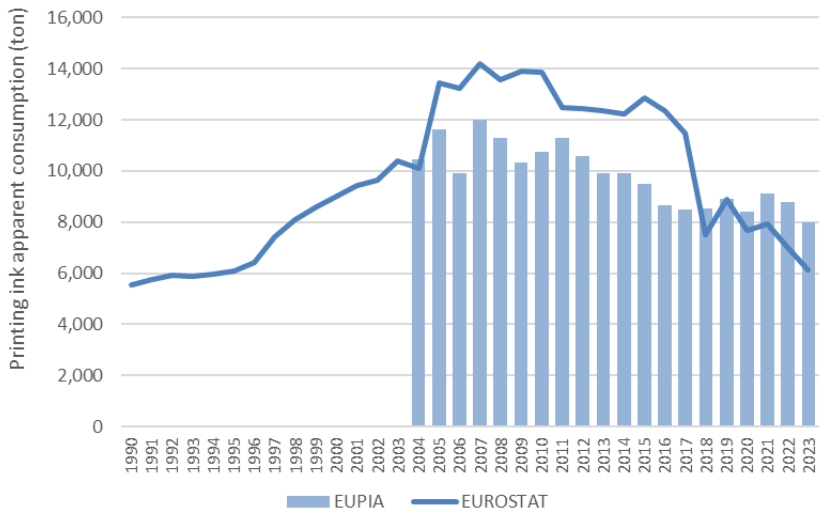


Figure 4-85: Printing ink apparent consumption – comparison of approaches

4.5.31.6 Recalculations

2021 apparent printing ink consumption data update according to EuPIA.

2022 Imports, Exports e Sold Production of printing ink activity data update according to EUROSTAT.

4.5.31.7 Further Improvements

No further improvements are planned.

4.6 Other Solvent and other Product Use (2.D.3.i – 2.G)

4.6.1 Glass Wool Induction (NFR 2.D.3.i – SNAP 060401)

4.6.1.1 Category description

In Portugal, there is currently one glass wool production facility, which began operation in 2019. NMVOC emissions arise from the solvent applied to the glass wool, after cullet and sodium carbonate fusion in the oven.

Following QA/QC activities on glass production sectors in past submissions and further 2019 EMEP Guidelines consultation, we found that the NMVOC emissions described for the production of glass wool (sub-chapter 3.3.2.4 of chapter 2.A.3 of the 2019 EMEP Guidelines), estimated in chapter 4.2.5 of the IIR, might also be related to the application of the binder - solvent applied to the glass wool, after cullet and sodium carbonate fusion in the oven. Therefore, we might be double counting NMVOC emissions, since we were estimating them in chapter 4.2.5 Glass Wool Production and in the present chapter.

After consultation with the 2019 EMEP Guidelines authors, they replied that they would take a further look at this issue in order to determine the need to correct the EMEP Guidebook on this point. Furthermore, they advised us, for the time being, to use only one of the NMVOC emission factors to avoid this double counting issue.

Therefore, for the time being and until new version of the EMEP Guidelines, as advised by the authors, emissions from Glass Wool Induction will be considered Included Elsewhere (IE), in NFR 2.A.3, for the reasons explained above.

4.6.2 Mineral Wool Induction (NFR 2.D.3.i – SNAP 060402)

4.6.2.1 Category description

In Portugal, there are 2 facilites producing rock wool from basalt. NMVOC emissions arise from the solvent applied to the mineral wool, after basalt fusion in the oven.

4.6.2.2 Methodology

Emissions from mineral wool induction were estimated based on a Tier 2 approach in accordance with the 2023 EMEP Guidebook. NMVOC emissions were estimated based on mineral wool production according to:

Equation 4-89: NMVOC emissions from mineral wool production

$$Emi_{NMVOC} = EF_{NMVOC} \times Mineral\ Wool_{prod} \times 10^{-6}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

EF_{NMVOC}: NMVOC emission factor (g/t mineral wool)

$Mineral\ Wool_{prod}$: Mineral Wool produced (t)

4.6.2.3 Emission Factors

NMVOC emission factor was taken from Table 3-3 of chapter "2.D.3.i, 2.G Other solvent and product use" of the 2023 EMEP Guidebook and is listed in the table below.

Table 4-105: Tier 2 NMVOC emission factor

SNAP	Unit	NMVOC
Mineral Wool Induction	g/t mineral wool	300

4.6.2.4 Activity Data

In the period 1990-2004, data on rockwool production was obtained from INE. From 2005 onwards, rockwool production was provided the facilities.

Due to confidentiality constraints (reduced number of companies), data on mineral wool production is presented as an index value related to 1990 production (assumed 1990 production value is equal to 100%).

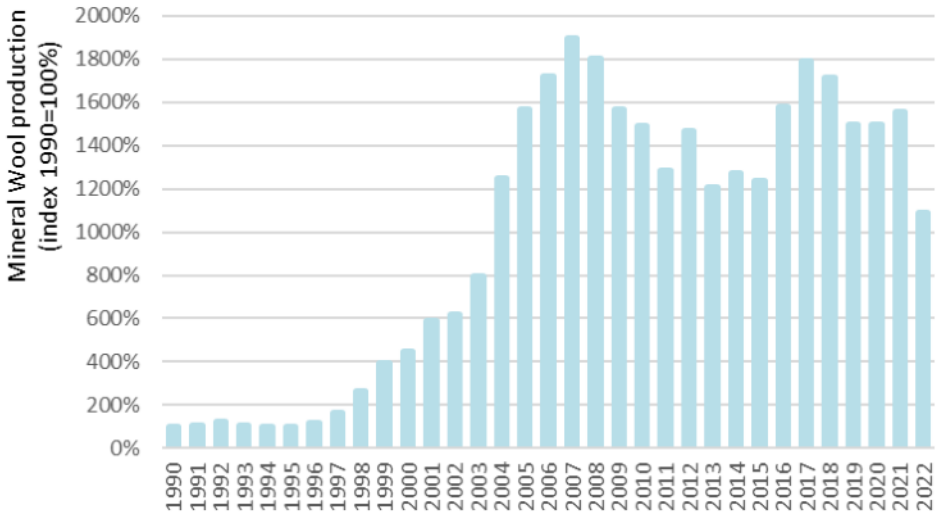


Figure 4-86: Mineral Wool produced

4.6.2.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.6.2.6 Recalculations

No recalculations were made.

4.6.2.7 Further Improvements

No further improvements are planned.

4.6.3 Fat, Edible and Non-Edible Oil Extraction (NFR 2.D.3.i – SNAP 060404)

4.6.3.1 Category description

This chapter addresses emissions estimates from Fat, Edible and Non-Edible Oil Extraction. According to National Statistics data, there are only two plants extracting fat, edible and non-edible oil in Portugal from sunflower, rapeseed and soy.

NMVOC emissions are mainly related to the use of hexane as solvent in the oils extraction. Particle emissions are related to the seeds/grains handling inside the facilities.

4.6.3.2 Methodology

Emissions from fat, edible and non-edible oil extraction were estimated based on a Tier 2 approach in accordance with EMEP Guidebook 2023. Emissions were estimated from the mass of seeds/grains consumed, according to the following equation:

Equation 4-90: Emission from fat, edible and non-edible oil extraction

$$Emi_{Polx} = EF_{Polx} \times Seeds_{cons} \times 10^{-3}$$

Where:

Emi_{Polx}: Emissions of pollutant "x" (t)

EF_{Polx}: Emission factor of pollutant "x" (kg/t of seed)

$Seeds_{cons}$: Seeds/grains consumption (t)

4.6.3.3 Emission Factors

Tier 2 emission factors applied were taken from Table 3-4 of chapter "2.D.3.i, 2.G Other solvent and product use" of EMEP Guidebook 2023 and are listed below.

Table 4-106: Tier 2 emission factors

Pollutant	Unit	EF
NMVOC	kg/t seed	1.57
TSP	kg/t seed	1.10
PM_{10}	kg/t seed	0.90
$PM_{2.5}$	kg/t seed	0.60

4.6.3.5 Activity Data

It was not possible to obtain seeds/grains consumption from INE for the entire time series. However, we have contacted one edible oil extraction plant and verified that the mass of oil extracted is similar to the mass of seeds/grains consumed in its production. Thus, we have estimated the seeds/grains consumption based on fat, edible and non-edible oil extraction values from INE.

Due to confidentiality constraints (reduced number of companies), data on seeds/grains consumption is presented as an index value related to 1990 production (assumed that 1990 production value is equal to 100%).

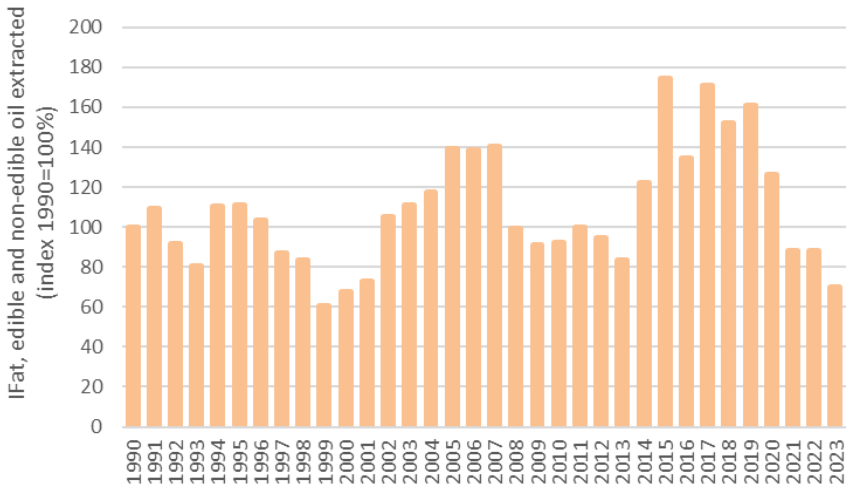


Figure 4-87: Seeds/grains consumption

Emissions of Mainland Portugal represent 91.2% of the total territory. This share has been estimated based on fuel sold to "Other Industry" (1.A.2.g).

4.6.3.6 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.6.3.7 Recalculations

No recalculations were made.

4.6.3.8 Further Improvements

No further improvements are expected.

4.6.4 Application of glues and adhesives (NFR 2.D.3.i – SNAP 060405)

4.6.4.1 Category description

This chapter addresses emissions estimates from the application of glues and adhesives.

4.6.4.2 Methodology

NMVOC emissions from glues and adhesives were estimated based on a Tier 2 approach in accordance with 2023 EMEP Guidebook. Apparent consumption of glues and adhesives is obtained according to the following equation:

Equation 4-91: Glues and adhesives apparent consumption

$$\text{App Cons} = \text{Production} + \text{Imports} - \text{Exports}$$

Where:

App Cons: Apparent consumption of glues and adhesives (t)

Production: National production of glues and adhesives (t)

Imports: Imports of glues and adhesives (t)

Exports: Exports of glues and adhesives (t)

NMVOC emissions were estimated according to the following equation:

Equation 4-92: NMVOC emissions

$$EmiNMVOC = \sum_{Abat\ Techn\ i} \frac{[App\ Cons \times EF \times Share_{Abat\ Techn\ i} \times (100\% - Effic_{Abat\ Techn\ i})]}{1000}$$

Where:

EmiNMVOC: NMVOC emissions (t)

App Cons: Apparent consumption of glues and adhesives (t)

EF: Tier 2 NMVOC emission factor (kg/t adhesives)

Share $_{\text{Abat Techn i}}$: Share of each abatement technology "i" (%)

Effic $_{\text{Abat Techn i}}$: Efficiency of each abatement technology "i" (%)

4.6.4.3 Emission Factors

The following parameters were chosen to estimate emissions for the application of glues and adhesives.

Table 4-107: Tier 2 NMVOC emission factor

SNAP	Unit	NMVOC	Source
Application of glues and adhesives	kg/t adhesives	522	Table 3-11 of chapter "2.D.3.i, 2.G Other solvent and product use" of "EMEP/EEA air pollutant emission inventory guidebook 2023"

Table 4-108: NMVOC abatement efficiencies

Abatement Technology	Efficiency	Source
Traditional solvent based adhesives (65% solvent, 35% solid) with activated carbon adsorption or condensation	76%	Table 3-22 of chapter "2.D.3.i, 2.G Other solvent and product use" of "EMEP/EEA air pollutant emission inventory guidebook 2023"
Emulsions (2% solvent, 50% solid) without secondary abatement	98%	

Table 4-109: Share of NMVOC Abatement Technologies

Abatement Technology	Share	Source
Traditional solvent based adhesives (65% solvent, 35% solid) with activated carbon adsorption or condensation	80%	Expert Judgement
Emulsions (2% solvent, 50% solid) without secondary abatement	20%	

4.6.4.4 Activity Data

Activity data regarding glues and adhesives consumption was obtained from EUROSTAT.

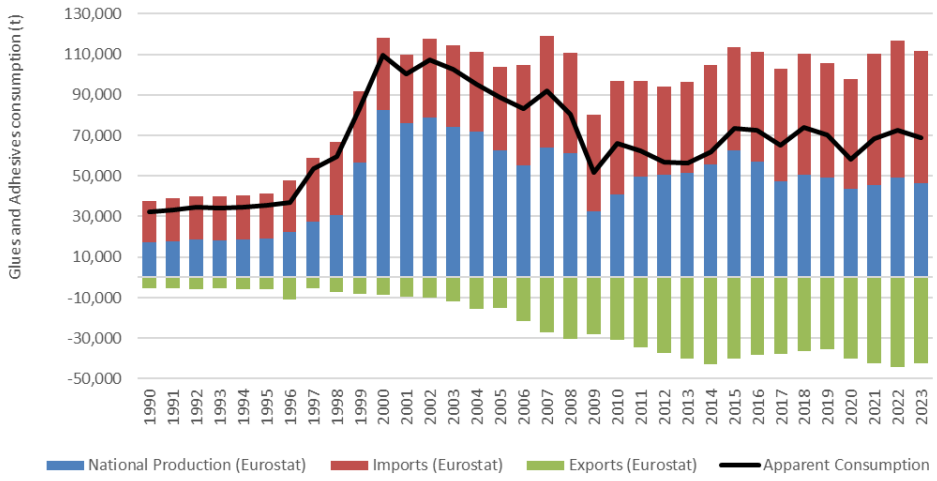


Figure 4-88: Glues and adhesives apparent consumption

4.6.4.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.6.4.6 Recalculations

2021-2022 activity data was updated according to EUROSTAT database.

4.6.4.7 Further Improvements

Regarding category Application of glues and adhesives, it is Portugal's intention to obtain the data required in order to move to a Tier 2 methodology. This issue has been part of Portugal's Inventory Improvement Plan, however, we have prioritized other NFR key categories whose activity data were easier to collect, like Degreasing (2.D.3.e) and Printing (2.D.3.h), which were recently revised in order to apply a Tier 2 methodology.

Portugal participated in a capacity building project for Air emission inventories relating to NMVOC emissions, and flagged this category as priority in order to get support to move to a higher Tier methodology.

Unfortunately, we were not able to collect information regarding this category in the scope of the above mentioned capacity building project. For that purpose, we have already contacted the sectoral entity related to the Portuguese glues and adhesives industry in order to obtain some information about the sector and clarify the possibility of the application of a Tier 2 methodology. We have not received a response so far.

We would like to emphasize that we cannot guarantee that we will be able to collect all the necessary country specific data in order to move to a higher tier, but we intend to make every effort to present a Tier 2 in a future submission.

4.6.5 Preservation of Wood (NFR 2.D.3.i – SNAP 060406)

4.6.5.1 Category description

Preservation of wood, against weathering, fungi and insect attack, is applied to wood furniture, artefacts and building and construction materials. It is usually done by impregnation or immersion of timber in organic solvent based preservatives (light organic solvent-based preservatives LOSP, composed of hydrocarbon vehicle – usually white spirit – carrying a pesticide active ingredient), creosote or water based preservatives (inorganic solutions of Cu, Cr or As in water).

4.6.5.2 Methodology

Emissions from preservation of wood were estimated based on a Tier 2 approach in accordance with the 2023 EMEP Guidebook. Apparent consumption of treated wood was estimated according to the following equation:

Equation 4-93: Treated wood apparent consumption

$$\text{App Cons} = \text{Production} + \text{Imports} - \text{Exports}$$

Where:

App Cons: Apparent consumption of treated wood (m^3)

Production: National production of treated wood (m^3)

Imports: Imports of treated wood (m^3)

Exports: Exports of treated wood (m^3)

Wood preservatives consumption were estimated according to the following equation:

Equation 4-94: Wood preservatives consumption

$$Wood\ Pres_x = App\ Cons \times \%Wood\ Pres_x \times {}^{m\ wood\ pres_x}/_{m^3 wood}$$

Where:

Wood $Pres_x$: Mass (kg) of wood preservative of type "x" (waterborne preservative, creosote preservative or solvent borne preservative)

App Cons: Apparent consumption of treated wood (m^3)

%Wood $Pres_x$: Share of wood preservative of type "x" (%).

m wood $pres_x/m^3$ wood: mass of preservative of type "x" needed to preserve 1 m^3 of wood (kg/m^3)

NMVOC emissions were estimated according to the following equation:

Equation 4-95: NMVOC emissions

$$NMVOC_{wood\ Pres\ x} = \frac{m\ Wood\ Pres_x \times EF\ Wood\ Pres_x \times (100\% - Eff_{Abat\ Techn})}{1 \times 10^6}$$

Where:

$NMVOC_{Wood\ Pres\ x}$: NMVOC emissions related to wood preservative "x" (t)

m Wood $Pres_x$: Mass of wood preservative "x" (kg)

EF Wood $Pres_x$: NMVOC emission factor related to wood preservative "x" (g NMVOC/kg wood preservative)

$Eff_{Abat\ Techn}$: Efficiency of abatement technology (%)

PCDD/F emissions were estimated according to the following equation:

Equation 4-96: PCDD/F emissions

$$PCDD/F_{wood\ Pres\ x} = \frac{m\ Wood\ Pres_x \times EF\ Wood\ Pres_x}{1000}$$

Where:

$PCDD/F_{Wood\ Pres\ x}$: PCDD/F emissions related to wood preservative "x" (g TEQ)

m Wood $Pres_x$: Mass of wood preservative "x" (kg)

EF Wood $Pres_x$: PCDD/F emission factor related to wood preservative "x" (mg TEQ/kg wood preservative)

Benzo(α)pyrene, Benzo(β)fluoranthene, Benzo(k)fluoranthene and Indeno(1,2,3-cd)pyrene emissions were estimated according to the following equation:

Equation 4-97: Other emissions

$$Emissions_{Creosote} = \frac{m_{Creosote} \times EF_{Creosote}}{1 \times 10^6}$$

Where:

$Emissions_{Creosote}$: Emissions related to creosote preservative (t)

$m_{Creosote}$: Mass of Creosote Preservative (kg of Creosote)

$EF_{Creosote}$: Emission factor related to Creosote Preservative (g/kg of Creosote)

4.6.5.3 Emission Factors

National data regarding preservative consumption is not available, therefore, according to page 16 of chapter "2.D.3.i, 2.G Other solvent and product use" of 2023 EMEP Guidebook, it can be calculated using the 'quantity of wood preserved' combined with the following assumptions:

Table 4-110: Amount of wood preservative (kg) used per m³ of wood preserved

Wood Preservative Type	Kg/m³	Source
Solvent-Borne Preservative	24	Page 16 of chapter "2.D.3.i, 2.G Other solvent and product use"
Creosote Preservative	75	
Waterborne Preservative	24	Expert judgement

The share of wood preservative considered in the estimates was based on expert judgement according to the document “Wood Preservation with chemicals – Best Available Technics”:

Table 4-111: Share of each type of wood preservative

Wood Preservative Type	Share (%)
Waterborne Preservative	71%
Creosote Preservative	11%
Solvent-Borne Preservative	18%

The following Tier 2 emission factors from the 2023 EMEP Guidebook were considered:

Table 4-112: Tier 2 emission factors

Wood Preservative Type	Pollutant	Unit	EF	Source
Waterborne Preservative	NMVOC	g/kg preservative	5	Table 3-7 of chapter “2.D.3.i, 2.G Other solvent and product use”
Solvent-Borne Preservative	NMVOC	g/kg preservative	945	Table 3-6 of chapter “2.D.3.i, 2.G Other solvent and product use”
Creosote Preservative	NMVOC	g/kg creosote	105	Table 3-5 of chapter “2.D.3.i, 2.G Other solvent and product use”
	Benzo(α)pyrene	mg/kg creosote	1.05	
	Benzo(β)fluoranthene	mg/kg creosote	0.53	
	Benzo(k)fluoranthene	mg/kg creosote	0.53	
	Indeno(1,2,3-cd)pyrene	mg/kg creosote	0.53	
General	PCDD/F	g TEQ/t PCP	0.0016	Table 3-8 of chapter “2.D.3.i, 2.G Other solvent and product use”

The following abatement technologies from the 2023 EMEP Guidebook were considered:

Table 4-113: Waterborne Preservative Abatement Technologies Efficiencies

Abatement Technology	Pollutant	Efficiency	Source
100% water based preservatives. Improved application technique. (Vaccuum impregnation system).	NMVOC	40%	Table 3-19 of chapter “2.D.3.i, 2.G Other solvent and product use”

Table 4-114: Creosote Preservative Abatement Technologies Efficiencies

Abatement Technology	Pollutant	Efficiency	Source
Solvent management plan. Good housekeeping – type controls.	NMVOC	3%	Table 3-17 of chapter “2.D.3.i, 2.G Other solvent and product use”
Enclosure of drying and other áreas and venting through end-of-pipe controls such as condensation or incineration	NMVOC	67%	
Average (Considered for estimates)	**NMVOC**	**35%**	

Table 4-115: Creosote Preservative Abatement Technologies Efficiencies

Abatement Technology	Pollutant	Efficiency	Source
Solvent management plan; good housekeeping – type controls	NMVOC	5%	Table 3-18 of chapter "2.D.3.i, 2.G Other solvent and product use"
Enclosure of drying and other áreas and venting through end-of-pipe controls such as condensation or incineration	NMVOC	69%	
100% solvent based preservatives. Improved application technique. (Vacuum impregnation system)	NMVOC	16.2%	
Process optimization.100% more concentrated solvent based preservatives. Improved application technique. (Vacuum impregnation system)	NMVOC	44.4%	
Average (considered for estimates)	**NMVOC**	**33.7%**	

4.6.5.4 Activity Data

From 1992 onwards, production of treated wood (in m^3) was obtained from National Statistics Office (INE). In the period 1990-1991 data has been estimated based on 1992 data and GVA for "*Wood and paper products and printing services*". The amount of treated wood was split by type of wood preservative applied, considering the document "*Wood Preservation with chemicals – Best available technics*".

The correspondence between m^3 of treated wood and kg of wood preservative was based on the values proposed in page 16 of chapter "2.D.3.i, 2.G - Other solvent and product use" of 2023 EMEP Guidebook.

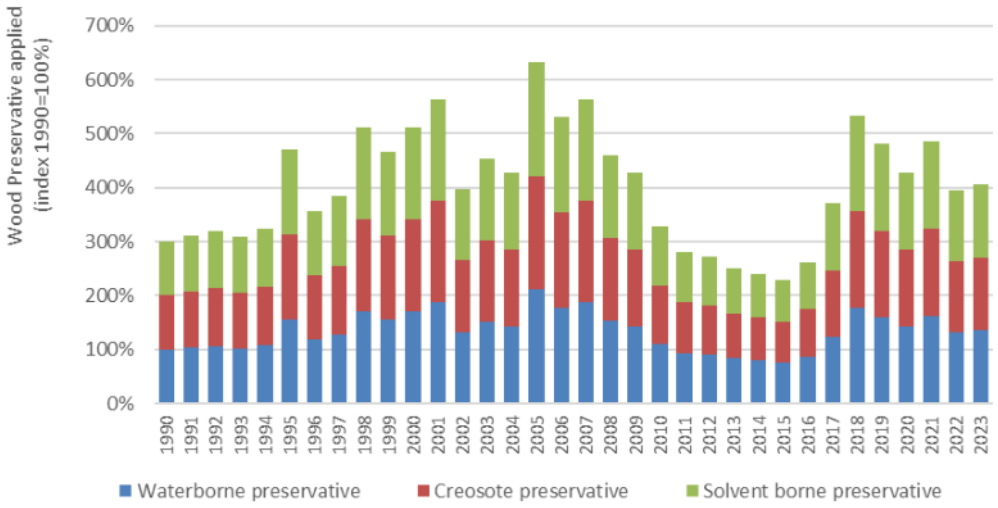


Figure 4-89: Wood Preservative applied by type – total territory

Emissions of Mainland Portugal represent 91.2% of the total territory. This share has been estimated based on fuel sold to "Other Industry" (1.A.2.g).

4.6.5.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

Following QA/QC procedures to the sector, the Party found that PAHs emission factors were not being used in the correct units. Also, upon further research on the 2023 EMEP Guidelines, the Party learned that it might not be using the most appropriate activity data. In effect, the Party was using the consumption of impregnated wooden material, based on production, imports and exports of treated wood obtained from EUROSTAT. However, emissions occur during the impregnation process, so activity data should be related to the wooden material that undergoes the impregnation industrial process in Portugal.

4.6.5.6 Recalculations

2022 activity data update.

4.6.5.7 Further Improvements

Contacts will be made with sectoral associations in order to obtain data on share of each type of wood preservative and abatement technologies applied in Portugal.

4.6.6 Underseal Treatment and Conservation of Vehicles (NFR 2.D.3.i – SNAP 060407)

4.6.6.1 Category description

This chapter addresses emissions estimates from Underseal Treatment and Conservation of Vehicles.

4.6.6.2 Methodology

NMVOC emissions from Underseal Treatment and Conservation of Vehicles were estimated based on a Tier 2 approach in accordance with the 2023 EMEP Guidebook. Emissions were estimated according to the following equation:

Equation 4-98: NMVOC emissions

$$Emi_{NMVOC} = \frac{Population \times EF_{NMVOC}}{1000}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

Population: National population

EF_{NMVOC}: NMVOC emission factor (kg/person)

4.6.6.3 Emission Factors

NMVOC emission factor was taken from Table 3-10 of chapter "2.D.3.i, 2.G Other solvent and product use" of 2023 EMEP Guidebook and is listed in the table below.

Table 4-116: Tier 2 NMVOC emission factor

SNAP	Unit	NMVOC
Underseal treatment and conservation of vehicles	kg/person	0.2

4.6.6.4 Activity Data

National population data was obtained from INE.

Emissions of Mainland Portugal represent 91.2% of the total territory. This share has been estimated based on fuel sold to "Other Industry" (1.A.2.g).

4.6.6.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.6.6.6 Recalculations

Recalculations in 1990-2012 resulted from Population data update from 2011-2020 and 2022.

4.6.6.7 Further Improvements

No further improvements are expected.

4.6.7 Vehicles Dewaxing (NFR 2.D.3.i – SNAP 060409)

4.6.7.1 Category description

This chapter addresses emissions estimates from Vehicles Dewaxing.

4.6.7.2 Methodology

NMVOC emissions from vehicle dewaxing were estimated based on a Tier 2 approach in accordance with the 2023 EMEP Guidebook. NMVOC emissions from vehicle dewaxing were estimated according to the following equation:

Equation 4-99: NMVOC emissions from vehicle dewaxing

$$Emi_{NMVOC} = \frac{Vehicles_{Sales} \times EF_{NMVOC}}{1000}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

$Use_{Fireworks}$: Vehicles sales (Number of vehicles)

EF_{NMVOC}: NMVOC emission factor (kg/car)

4.6.7.3 Emission Factors

NMVOC emission factor was taken from Table 3-9 of chapter "2.D.3.i, 2.G Other solvent and product use" of 2023 EMEP Guidebook and is listed in the table below.

Table 4-117: Tier 2 NMVOC emission factor

SNAP	Unit	NMVOC
Vehicles dewaxing	kg/car	1

4.6.7.4 Activity Data

According to EMEP Guidebook 2023, in continental Europe it may apply only to those vehicles transported over longer distances. We assume all national vehicles sales concern vehicles transported over long distances. National vehicles sales data was obtained from Portuguese Automobile Association (ACAP) for the whole time series. 2011-2013 national vehicles sales were relatively low due to economic recession. 2020-2021 sales are relatively lower due to the COVID pandemic. Also, 2022 was not the year that was expected to reestablish the normal functioning of the markets and the economic recovery that had been taking place, after the long period of constraints resulting from the pandemic of 2020 and 2021.

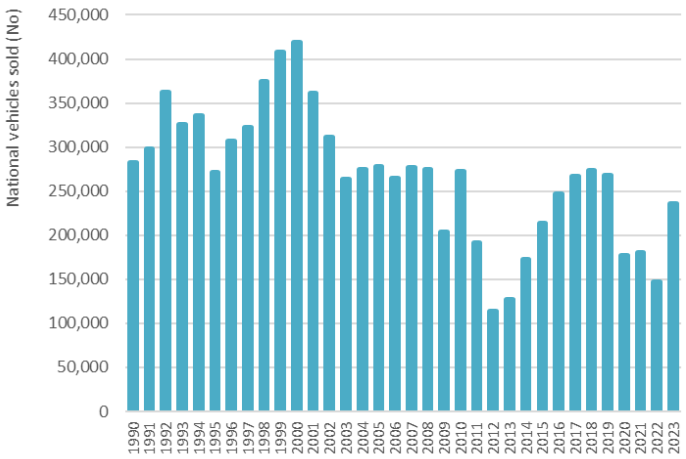


Figure 4-90: Annual vehicles sales – Total Territory

Emissions of Mainland Portugal represent 91.2% of the total territory. This share has been estimated based on fuel sold to "Other Industry" (1.A.2.g).

4.6.7.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.6.7.6 Recalculations

No recalculations were made.

4.6.7.7 Further Improvements

No further improvements are expected.

4.6.8 Use of Fireworks (NFR 2.G – SNAP 060601)

4.6.8.1 Category description

This chapter addresses emissions estimates from the Use of Fireworks.

4.6.8.2 Methodology

Emissions from the use of fireworks were estimated based on a Tier 2 approach in accordance with 2023 EMEP Guidebook. Fireworks apparent consumption was estimated according to the following equation:

Equation 4-100: Fireworks apparent consumption

$$App\ Cons = Production + Imports - Exports$$

Where:

App Cons: Apparent consumption of fireworks (t)

Production: National production of fireworks (t)

Imports: Imports of fireworks (t)

Exports: Exports of fireworks (t)

Emissions for all pollutants except NMVOC were estimated according to the following equation:

Equation 4-101: Emissions from tobacco consumption

$$Emip = \frac{Use_{Fireworks} \times EF}{1 \times 10^6}$$

Where:

Emi_P: Emissions of pollutant p (t)

$Use_{Fireworks}$: Product used in Fireworks (t)

EF: Emission factor (g/t product)

NMVOC emissions were estimated according to the following equation:

Equation 4-102: NMVOC emissions from tobacco consumption

$$Emi_{NMVOC} = \frac{Use_{Fireworks} \times EF_{NMVOC}}{1000}$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

$Use_{Fireworks}$: Product used in Fireworks (t)

EF: Emission factor (kg/t product)

4.6.8.3 Emission Factors

NMVOC emission factor was taken from Table 3-13 of chapter "2.D.3.i, 2.G Other solvent and product use" of EMEP Guidebook 2023. All other emission factors were taken from Table 3-14 of chapter "2.D.3.i, 2.G Other solvent and product use" of EMEP Guidebook 2023 and are listed in the table below.

Table 4-118: Tier 2 emission factors

Pollutant	Unit	EF
SO_2	g/t product	3020
NO_x	g/t product	260
NMVOC	kg/t product	342
CO	g/t product	7150
Pb	g/t product	784
TSP	g/t product	109.83
PM_{10}	g/t product	99.92
$PM_{2.5}$	g/t product	51.94
Cd	g/t product	1.48
Hg	g/t product	0.057
As	g/t product	1.33
Cr	g/t product	15.6
Cu	g/t product	444
Ni	g/t product	30
Zn	g/t product	260

4.6.8.4 Activity Data

From 1996 onwards, fireworks production data was obtained from EUROSTAT. In the period 1990-1995, data was estimated based on GDP trend and on 1996 production value.

From 1995 onwards, fireworks exports and imports data were obtained from EUROSTAT. In the period 1990-1994, data was estimated based on GDP trend and on 1995 exports/imports data values.

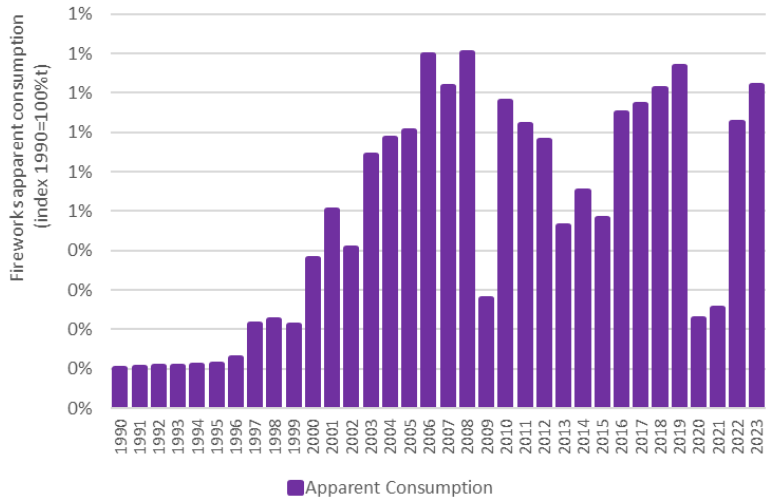


Figure 4-91: Use of Fireworks (Apparent Consumption)

From the figure above it's possible to verify that a substantial part of the use of fireworks is based on imports. 2020 data are relatively lower due to the COVID pandemic.

Emissions of Mainland Portugal represent 95.1% of the total territory. This share has been estimated based on the population (data used also to spatial allocation).

4.6.8.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.6.8.6 Recalculations

2022 imports and exports and 2019-2021 production activity data were updated according to EUROSTAT database.

4.6.8.7 Further Improvements

No further improvements are expected.

4.6.9 Use of Tobacco (NFR 2.G – SNAP 060602)

4.6.9.1 Category description

This chapter addresses emissions estimates from the Use of Tobacco.

4.6.9.2 Methodology

Emissions from the use of tobacco were estimated based on a Tier 2 approach in accordance with the 2023 EMEP Guidebook. Tobacco apparent consumption was estimated according to the following equation:

Equation 4-103: Tobacco apparent consumption

$$App\ Cons = Production + Imports - Exports$$

Where:

App Cons: Apparent consumption of tobacco (t)

Production: National production of tobacco (t)

Imports: Imports of tobacco (t)

Exports: Exports of tobacco (t)

NO_x, NMVOC, CO, NH_3, TSP, PM_{10} and $PM_{2.5}$ emissions from tobacco consumption were estimated according to the following equation:

Equation 4-104: Emissions from tobacco consumption

$$Emi = \frac{Apparent\ Consumption_{Tobacco} \times EF}{1000}$$

Where:

Emi: Pollutant emissions (t)

$Apparent\ Consumption_{Tobacco}$: Apparent consumption of tobacco (t)

EF: Emission factor (kg/t tobacco)

Cd, Cu, Ni, Zn, Benzo(α)pyrene, Benzo(β)fluoranthene, Benzo(k)fluoranthene and Indeno(1,2,3-cd)pyrene were estimated according to the following equation:

Equation 4-105: Emissions from tobacco consumption

$$Emi = \frac{Apparent\ Consumption_{Tobacco} \times EF}{1 \times 10^6}$$

Where:

Emi: Pollutant emissions (t)

$Apparent\ Consumption_{Tobacco}$: Apparent consumption of tobacco (t)

EF: Emission factor (g/t tobacco)

PCDD/F (Dioxines and Furanes) were estimated according to the following equation:

Equation 4-106: Dioxines and Furanes' emissions from tobacco consumption

$$Emi = \frac{Apparent\ Consumption_{Tobacco} \times EF}{1 \times 10^6}$$

Where:

Emi: Pollutant emissions (g I-teq)

$Apparent\ Consumption_{Tobacco}$: Apparent consumption of tobacco (t)

EF: Emission factor (µg I-teq/t tobacco)

Black Carbon was estimated according to the following equation:

Equation 4-107: Black carbon emissions from tobacco consumption

$$Emi_{Black\ Carbon} = Emi_{PM2.5} \times \%_{Black\ Carbon}$$

Where:

$Emi_{Black\ Carbon}$: Black Carbon emissions (t)

$Emi_{PM2.5}$: $PM_{2.5}$ emissions (t)

$\%_{Black\ Carbon}$: % of Black Carbon in $PM_{2.5}$ emissions (% $PM_{2.5}$)

4.6.9.4 Emission Factors

Emission factors were taken from Table 3-15 of chapter "2.D.3.i, 2.G Other solvent and product use" of EMEP Guidebook 2023 and are listed in the table below.

Table 4-119: Tier 2 emission factors

Pollutant	Unit	EF
NO_x	kg/t tobacco	1.8
NMVOC	kg/t tobacco	4.84
CO	kg/t tobacco	55.1
NH3	kg/t tobacco	4.15
TSP	kg/t tobacco	27
PM_{10}	kg/t tobacco	27
$PM_{2.5}$	kg/t tobacco	27
BC	% PM2.5	0.45
Cd	g/t tobacco	5.4
Cu	g/t tobacco	5.4
Ni	g/t tobacco	2.7
Zn	g/t tobacco	2.7
PCDD/F	µg I-teq/t tobacco	0.1
Benzo(α)pyrene	g/t tobacco	0.111
Benzo(β)fluoranthene	g/t tobacco	0.045
Benzo(k)fluoranthene	g/t tobacco	0.045
Indeno(1,2,3-cd)pyrene	g/t tobacco	0.045

From 1992 onwards, tobacco production has been obtained from INE. In the period 1990-1991 it was estimated based on 1992 tobacco production and on GDP trend.

Imports and exports data has been obtained from EUROSTAT in the period 1995-2016. In the period 1990-1994 it was estimated based on 1995 imports/exports values and on GDP trend. In 2016 imports/exports data was estimated based on 2015 value and on GDP trend.

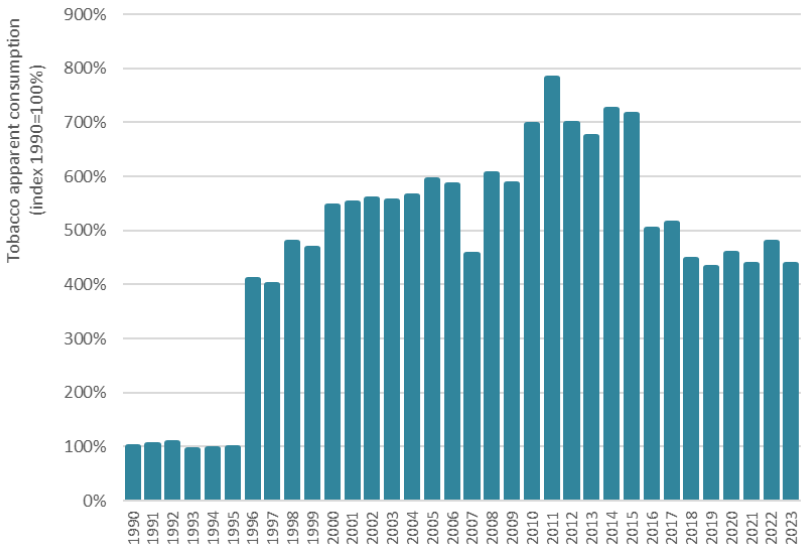


Figure 4-92: Tobacco apparent consumption – Total territory

The apparent consumption increase from 1995 to 1996 is due to cigars national production substantial increase in this period.

Tobacco exports are more relevant than the imports from 2007 onwards, which led to a slight decrease in tobacco apparent consumption in the period 2014-2016, despite the national production increase from 2014 to 2015.

Emissions of Mainland Portugal represent 95.1% of the total territory. This share has been estimated based on the population (data used also to spatial allocation).

4.6.9.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.6.9.6 Recalculations

2022 imports and exports activity data were updated according to EUROSTAT database.

4.6.9.7 Further Improvements

No further improvements are expected.

4.6.10 Use of Shoes (NFR 2.G - SNAP 060603)

4.6.10.1 Category description

This chapter addresses emissions estimates from the use of shoes.

4.6.10.2 Methodology

NMVOC emissions from the use of shoes were estimated based on a Tier 2 approach in accordance with the 2023 EMEP Guidebook. Shoes apparent consumption was estimated according to the following equation:

Equation 4-108: Shoes apparent consumption

$$\text{App Cons} = \text{Production} + \text{Imports} - \text{Exports}$$

Where:

App Cons: Apparent consumption of shoes (pair of shoes)

Production: National production of shoes (pair of shoes)

Imports: Imports of shoes (pair of shoes)

Exports: Exports of shoes (pair of shoes)

NMVOC emissions from the use of shoes were estimated according to the following equation:

Equation 4-109: NMVOC emissions from the use of shoes

$$Emi_{NMVOC} = \frac{Apparent\ Consumption_{Shoes} \times EF}{1 \times 10^6} \times (100\% - Eff_{Abat.\ Techn.})$$

Where:

Emi_{NMVOC}: NMVOC emissions (t)

$Apparent\ Consumption_{Shoes}$: Apparent consumption of shoes (pair of shoes)

EF: Emission factor (g/pair of shoes)

$Eff_{Abat.\ Techn.}$: Efficiency of Abatement Technologies (%)

4.6.10.4 Emission Factors

The following parameters were chosen to estimate emissions for the use of shoes.

Table 4-120: Default emission factor

SNAP	Unit	NMVOC	Source
Use of shoes	g/pair of shoes	60	Table 3-16 of chapter "2.D.3.i, 2.G Other solvent and product use" of "EMEP/EEA air pollutant emission inventory guidebook 2023"

Table 4-121: Efficiency of abatement technologies

Abatement Technology	Efficiency	Source
90% solvent based/10% water-based adhesives, Incineration	71%	Table 3-22 of chapter "2.D.3.i, 2.G Other solvent and product use" of "EMEP/EEA air pollutant emission inventory guidebook 2023"
90% solvent based/10% water-based adhesives, Biofiltration	71%	
60% solvent based/40% water based, good housekeeping, No secondary end-of-pipe device	48%	
60% solvent based/40% water based, good housekeeping, Incineration	85%	
60% solvent based/40% water based, good housekeeping, Biofiltration	85%	
60% solvent based/40% water based, good housekeeping/automatic application, No secondary end-of-pipe device	62%	
Average	**70%**	-

It was considered an average value of 70% as abatement efficiency (average of the proposed efficiencies).

4.6.10.5 Activity Data

Shoes production, imports and exports data has been obtained from EUROSTAT in the period 1995-2016. In the period 1990-1994 it was estimated based on 1995 values and on GDP trend.

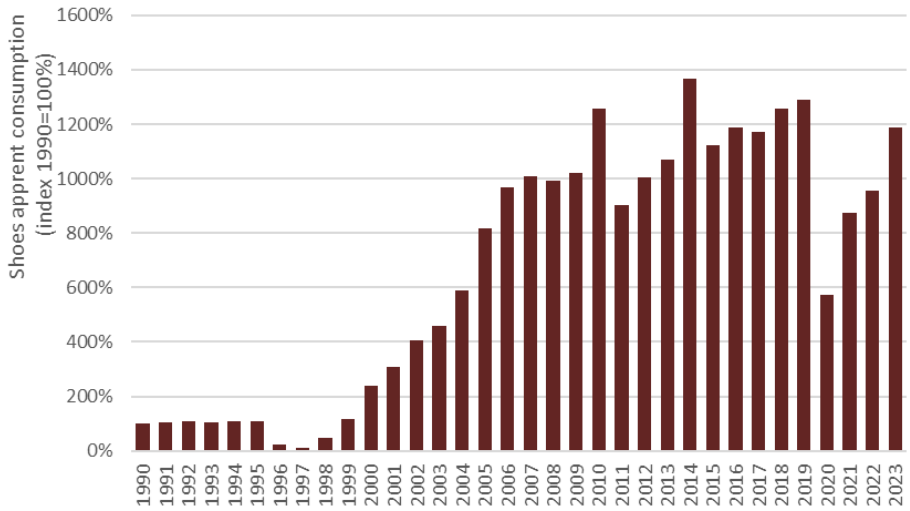


Figure 4-93: Apparent consumption of shoes (x1000 pairs of shoes) – Total territory

Shoes exports in Portugal are more relevant than imports, and thus the apparent consumption values are lower than the national production values. 2020 numbers are relatively lower due to the COVID pandemic.

Emissions of Mainland Portugal represent 95.1% of the total territory. This share has been estimated based on the population (data used also to spatial allocation).

4.6.10.6 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.6.10.7 Recalculations

2022 imports and exports activity data were updated according to EUROSTAT database.

4.6.10.8 Further Improvements

Efforts will be made in order to obtain a better characterization of abatement technologies share over time.

4.6.11 Lubricants consumption (NFR 2.G – SNAP 060604)

4.6.11.1 Category description

This chapter addresses emissions estimates from lubricants use.

Lubricants are produced either at refineries through separation from crude oil or at petrochemical facilities. In Portugal, they are used in several sectors, however the most relevant uses are road transportation, transforming industries, agriculture and services.

4.6.11.2 Methodology

Lubricants accounted for in this category can be estimated according to the following:

Equation 4-110: Lubricants accounted for in this category

$$Lubricants_{Cons} = Lubricants_{Cons}\ (Total) - Lubricants_{Cons}\ (Road\ Transport\ combustion)$$

Where:

$Lubricants_{Cons}$: Consumption of Lubricants except in two-stroke engines in Road Transportation (GJ)

$Lubricants_{Cons}$ (Total): Total Consumption of Lubricants (GJ)

$Lubricants_{Cons}$ (Road Transport combustion): Consumption of Lubricants used as energy in two-stroke engines in Road Transportation (GJ)

Lubricant consumption related with combustion that contributes to exhaust emission in Road Transport includes lubricant consumed as energy in two-stroke engines. These emissions are included in Road Transportation (NFR 1.A.3.b) chapter.

NMVOC emissions from this sector were estimated using a Tier 2 approach.

Equation 4-111: NMVOC emissions from lubricants consumption

$$EmiNMVOC_i = AD \times EF_{NMVOC}/10^6$$

Where:

Emi_{NMVOC}: Emissions of NMVOC associated to the use of lubricants in engines other than two-stroke (t)

AD: Consumption of Lubricants except in two-stroke engines in Road Transportation (t)

EF_{NMVOC}: Emission factor associated to the use of lubricants (g/t product)

Emissions from 2G also include heavy metals emissions from lubricants that enter accidentally in the four-stroke engines combustion chambers in road transportation. The methodology used for this estimations is described in Road Transportation (1.A.3.b) chapter.

4.6.11.3 Emission Factors

Tier 2 emission factor used for NMVOC was 28,000 g/t product, according to Table 3-16 of chapter "2.D.3.i, 2G Other solvent and product use" of the 2019 EMEP Guidebook.

4.6.11.4 Activity Data

Total lubricants consumption was obtained from the energy balance (DGEG). Lubricants consumption in two-stroke engines were estimated by COPERT V.

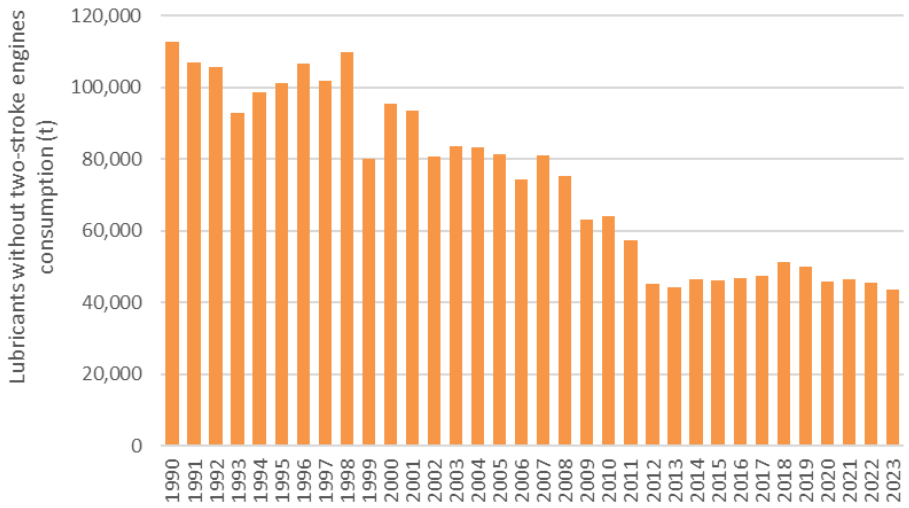


Figure 4-94: Lubricants consumption in engines other than two-stroke

4.6.11.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.6.11.6 Recalculations

Lubricants consumption data were revised by DGEG for the energy balance for 2021 and 2022. Two-stroke engines lubricants consumption data were revised for the whole time series.

4.6.11.7 Further Improvements

No further improvements are expected.

4.7 Other Industry Production (2.H)

4.7.1 Paper pulp production (NFR 2.H.1 – SNAP 040602; 040603; 040604)

4.7.1.1 Category description

In Portugal there were in 1990 six paper pulp plants using the kraft process and two units using the acid sulphide process. Later, in 1993, one of the smaller of the acid sulphide plants was decommissioned and nowadays only 6 plants remain in operation.

Kraft pulping is essentially a digestion process of wood by a solution of sodium sulphide (Na_2S) and sodium hydroxide (NaOH) (white liquor) at elevated temperature and pressure that dissolves lignin and leaves cellulose fibbers unbind. Apart from digestion other relevant industrial processes include pulp washing, pulp drying, chemical recovery of reactants (Sulphur and quicklime) and possibly bleaching. Recovery of Sulphur from the spend cooking liquor and washing water (black liquor) includes combustion in the recovery furnace, after concentration in evaporators, and reaction with water and quicklime of the green liquor in a causticizing tank generating white liquor and lime mud. Quicklime is recovered by combustion in a lime kiln.

Emissions of Sulphur compounds, including mercaptans, dimethyl sulphide, dimethyl disulphide and H_2S, occur in digester and blow tank relieves, in evaporators, and in the lime kiln. In the recovery furnace Sulphur compounds are oxidized to SO_x, but these are emissions already included in combustion in manufacturing industries (1.A.2 source sector).

Acid sulphide involves also chemical digestion of wood but using SO_2 absorbed in a base solution. Washing, drying and recovery of chemicals are also part of this production process.

4.7.1.2 Methodology

Emissions for each pollutant are estimated according to the following equation:

Equation 4-112: Emissions from Pulp and Paper Industry

$$Emission_{(p)} = EF_{(p)} * Pulp_{PROD} * 10^{-3}$$

Where:

Emi_p: Annual emission of pollutant p (t)

$EF_{(p)}$: Emission factor for pollutant p (kg/t)

$Pulp_{PROD}$: Annual Paper pulp production (t)

4.7.1.3 Emission Factors

The following emission factors were used to estimate process emissions, respectively for the Kraft and sulphide process plants. They were set from US-EPA AP42 and other sources and include emissions from:

- Kraft process: Digester, Brown Stock Washers, Black Liquor Evaporators, Non condensable gases, Smelt dissolving tank, Fluid Bed Calciner and Bleaching;
- Acid sulphide: Digester and Blow Pit.

Table 4-122: Emission Factors for paper pulp production (non-combustion)

Process	SO_x	NO_x	NMVOC	TSP	PM_{10} (%)	$PM_{2.5}$ (%)	PM_1 (%)
Kraft	0.31	1.95	2.74	3.5	88.5	73	40
Sulphide	35.5	NA	NA	NA	NA	NA	NA

4.7.1.5 Activity Data

In the period 1990-2009, production of paper pulp expressed in air dried weight was obtained directly from CELPA (the Portuguese Paper Industry Association). Since 2010, activity data is obtained from EU-ETS. Acid Sulphide production is only a minor component of total production[14] but may not be published individualised due to confidentiality constraints. However, sulphide production is about 5 to 8% of total paper pulp produced in Portugal, according to years. Paper pulp production has been increasing from 1990 onwards.

The following figure presents total production of paper pulp.

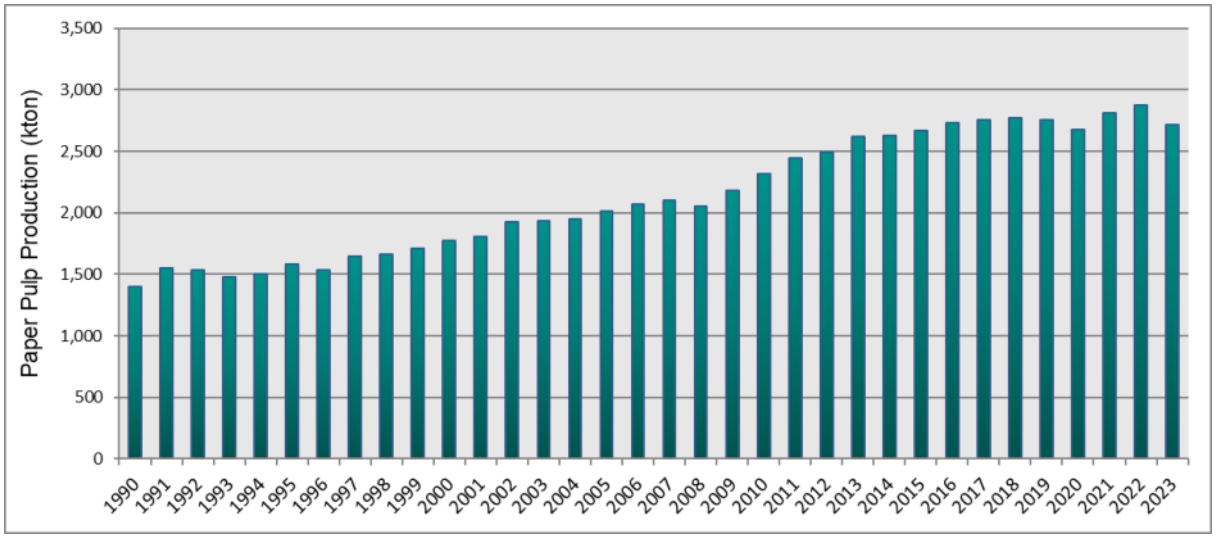


Figure 4-95: Total production of paper pulp

4.7.1.6 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.7.1.7 Recalculations

No recalculations were made.

4.7.1.8 Further Improvements

No further improvements are planned.

4.7.2 Food Manufacturing (NFR 2.H.2 – SNAP 040605; 040625; 040626; 040627)

4.7.2.1 Category description

Emissions from food manufacturing include all processes in the food production chain, which occur after the slaughtering of animals and the harvesting of crops.

Food manufacturing involves the heating of fats and oils and foodstuffs containing them, the baking of cereals, flour and beans, fermentation in the making of bread, the cooking of vegetables and meats, and the drying of residues. These processes may occur in sources varying in size from domestic households to manufacturing plants. We only consider food manufacturing processes that occur in manufacturing plants.

[14] Specific information for sulphide pulping can not be delivered because presently there is only one plant operating which raised confidential constraints.

We also considered that emissions from the production of fresh and frozen foods, where cooking or putrefaction is not involved, negligible.

Emissions occur primarily from the following sources:

- The cooking of meat, fish and poultry, releasing mainly fats and oils and their degradation products;
- The processing of sugar beet and cane and the subsequent refining of sugar;
- The processing of fats and oils to produce margarine and solid cooking fat;
- The baking of bread, cakes, biscuits and breakfast cereals;
- The processing of meat and vegetable by-products to produce animal feeds;
- The roasting of coffee beans.

4.7.2.2 Methodology

Emissions were estimated according to a Tier 2 methodology from 2023 EMEP Guidebook.

Regarding activities in the food industry no abatement technologies were considered, due to lack of available data regarding the matter.

NMVOC and PM_{10} emissions from food industry were estimated using the following equation:

Equation 4-113: Emissions from Food Industry

$$Emi = AD \times EF$$

Where:

Emi: Annual emissions (t)

AD: Activity Data (t of product)

EF: Emission factor (t/t of product)

4.7.2.3 Emission Factors

Emission factors were obtained from chapter 2.H.2 Food and beverages industry of 2023 EMEP Guidebook and are listed in the table below.

Table 4-123: Emission Factors for food industry

Product	Pollutant	Unit	EF	Source
Handling of agricultural products (grains, soya)	PM_{10}	g/t	24	Table 3-10 of chapter "2.H.2 Food and beverages industry"
White Bread	NMVOC	Kg/t bread	4.5	Table 3-14 of chapter "2.H.2 Food and beverages industry"
Wholemeal Bread	NMVOC	Kg/t bread	3	Table 3-16 of chapter "2.H.2 Food and beverages industry"
Cakes, biscuits and breakfast cereals	NMVOC	Kg/t product	1	Table 3-18 of chapter "2.H.2 Food and beverages industry"
Meat, fish and poultry	NMVOC	Kg/t product	0.3	Table 3-19 of chapter "2.H.2 Food and beverages industry"
Sugar	NMVOC	Kg/t sugar	10	Table 3-20 of chapter "2.H.2 Food and beverages industry"
Margarine and solid cooking fats	NMVOC	Kg/t product	10	Table 3-21 of chapter "2.H.2 Food and beverages industry"
Animal feed	NMVOC	Kg/t feed	1	Table 3-22 of chapter "2.H.2 Food and beverages industry"
Coffee roasting	NMVOC	Kg/t beans	0.55	Table 3-23 of chapter "2.H.2 Food and beverages industry"

Regarding activities in the food industry no abatement technologies were considered, due to lack of available data regarding the matter.

4.7.2.4 Activity Data

From 1992 onwards, activity data for this sector was obtained from National Statistics (INE). In the period 1990-1991, data has been estimated based on the average 1992-1995 activity data values and on GDP.

Emissions of Mainland Portugal represent 91.6% of the total territory. This share has been estimated based on the amounts of fuel sold to the food industry (data used also to spatial allocation). Below we present food production on total territory.

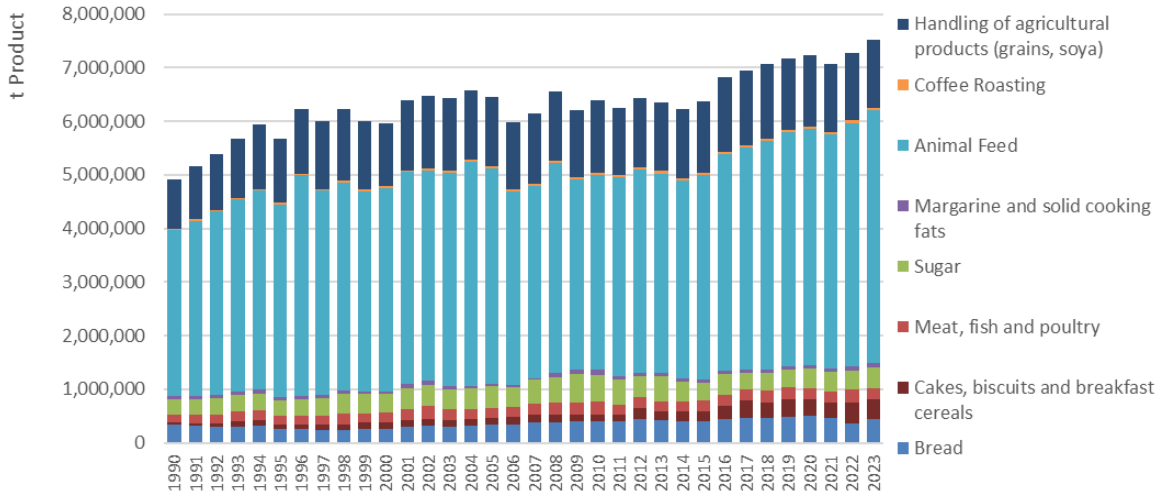


Figure 4-96: Food manufacturing by food product – Total territory

4.7.2.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.7.2.6 Recalculations

2022 activity data update.

4.7.2.7 Further Improvements

In the future we intend to further investigate abatement techniques that may occur in the country, by contacting sectoral associations and consulting environmental licensing of food and beverages' facilities. However, due to limited human resources, the inventory team has not been able to carry out studies in order to address this issue.

4.7.3 Drink Manufacturing (NFR 2.H.2 – SNAP 040606; 040607; 040608)

4.7.3.1 Category description

NMVOC emissions from drink manufacturing include the production of alcoholic beverages, especially wine, beer and spirits. Emissions occur primarily from the following sources:

- Red wine;
- White wine;
- Beer;
- Spirits.

4.7.3.2 Methodology

NMVOC emissions from drink manufacturing were estimated according to a Tier 2 methodology from chapter 2.H.2 of the 2023 EMEP Guidebook.

Regarding activities in the beverages industry no abatement technologies were considered, due to lack of available data regarding the matter.

NMVOC emissions from drink manufacturing were estimated using the following equation:

Equation 4-114: NMVOC emissions from Drink manufacturing

$$Emi = (AD \times EF)/1000$$

Where:

Emi: Annual emissions (ton of NMVOC)

AD: Activity Data (hl of product)

EF: Emission factor (kg/hl of product)

4.7.3.3 Emission Factors

NMVOC emission factors were obtained from chapter 2.H.2 of the 2023 EMEP Guidebook and are listed in the table below.

Table 4-124: NMVOC emission Factors for drink industry

Product	Unit	NMVOC EF	Source
Red Wine	Kg/hl wine	0.08	Table 3-25 of chapter "2.H.2 Food and beverages industry"
White Wine	Kg/hl wine	0.035	Table 3-26 of chapter "2.H.2 Food and beverages industry"
Beer	Kg/hl beer	0.035	Table 3-27 of chapter "2.H.2 Food and beverages industry"
Spirits	Kg/hl alcohol	15	Table 3-28 of chapter "2.H.2 Food and beverages industry"
Malt whisky	Kg/hl alcohol	7.5	Table 3-29 of chapter "2.H.2 Food and beverages industry"
Grain whisky	Kg/hl alcohol	7.5	Table 3-30 of chapter "2.H.2 Food and beverages industry"
Brandy	Kg/hl alcohol	3.5	Table 3-31 of chapter "2.H.2 Food and beverages industry"
Other spirits	Kg/hl alcohol	0.4	Table 3-32 of chapter "2.H.2 Food and beverages industry"

For the activities in the beverages industry, no abatement technologies were considered, due to lack of available data regarding the matter.

4.7.3.4 Activity Data

From 1992 onwards, data on beverages production was obtained from INE. In the period 1990-1991, data has been estimated based on the average 1992-1995 activity data values and on GDP.

Emissions of Mainland Portugal represent 91.6% of the total territory. This share has been estimated based on the amounts of fuel sold to the food industry (data used also to spatial allocation). Below we present beverages production on total territory.

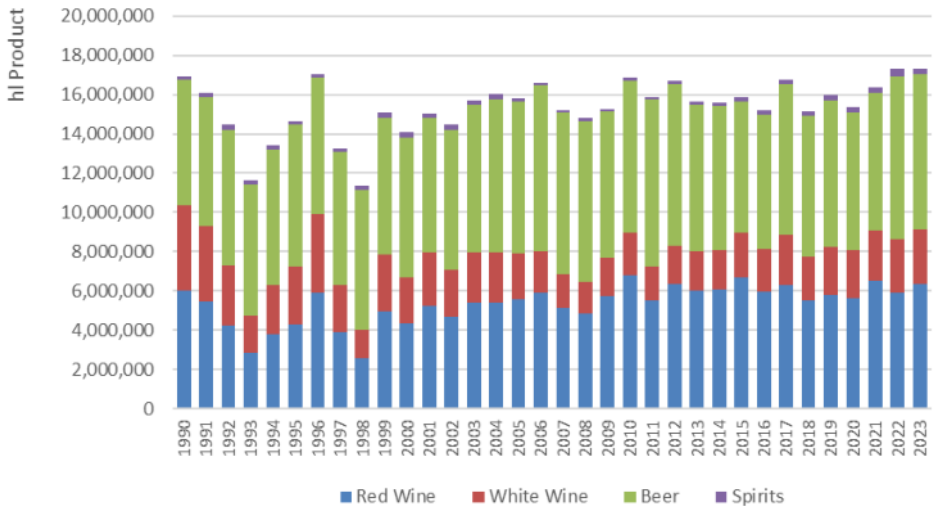


Figure 4-97: Drink manufacturing by beverage type – Total territory

4.7.3.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.7.3.6 Recalculations

2022 activity data update.

4.7.3.7 Further Improvements

In the future we intend to further investigate abatement techniques that may occur in the country, by contacting sectoral associations and consulting environmental licensing of food and beverages' facilities. However, due to limited human resources, the inventory team has not been able to carry out studies in order to address this issue.

4.7.4 Wood Chipboard Production (NFR 2.H.3 – SNAP 040601)

4.7.4.1 Category description

This chapter addresses emissions estimates from Wood Chipboard Production. Chipboard manufacturing involves solvent emission, but it is included in this source sector.

4.7.4.2 Methodology

Emissions were estimated using emission factors multiplied by the quantity of material produced:

Equation 4-115: Emissions from wood chipboard production

$$Emi_{NMVOC} = EF_{NMVOC} \times ActivityRate_{(y)} \times 10^{-3}$$

Where:

Emi_{NMVOC}: Annual NMVOC emissions (t)

EF_{NMVOC}: Emission factor (kg/t)

ActivityRate: Indicator of activity in the production process (t)

4.7.4.3 Emission Factors

Emission factor used for estimating NMVOC emissions was 0.9 kg/t, taken from Table 18.1 of Corinair90 Default Emission Factor Handbook.

4.7.4.4 Activity Data

Information about activity data for this sector is still scarce and limited to 1990, 2001-2007 and from 2010 onwards, from INE. For the period 1991-2000 and 2008-2009 data has been interpolated based on GDP trend.

Due to inconsistencies between the units in which the data is provided to INE in the periods 1992-2007 and from 2008 onwards, we have considered only the data from 2008 onwards and did a retropolation for the period 1990-2007 based on 2008 value and on GDP trend.

4.7.4.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

Concerning this activity, it was being reported in 2.H.1 because chapter 2.H.1 *Pulp and Paper Industry* from 2023 EMEP Guidebook contains a reference to SNAP Code 040601 relating to Chipboard, although no methodology or EF are provided throughout the chapter. Upon a 2024 NECD review recommendation, Portugal acknowledged that reporting emissions from Wood Chipboard Production in category 2.H.1 might not be the most appropriate, therefore allocated this sub-category to 2.H.3 *'Other industrial processes*'.

4.7.4.6 Recalculations

2022 activity data update.

4.7.4.7 Further Improvements

The Party currently considers that Chipboard manufacturing involves solvent emission for wood panel board manufacture. Furthermore, we are also of the view that particulate emission is already accounted for and reported in category 2.I - *Wood Processing*, as it includes the manufacture of plywood, reconstituted wood products and engineered wood products. For those reasons, the Party currently considers only NMVOC emission from Chipboard production.

Concerning the use of emission factors from the Corinair90 Default Emission Factor Handbook, Portugal was not able to find methodologies for estimating Wood Chipboard production in the 2023 EMEP Guidebook.

Portugal considers that is applying relatively old emission factors and no orientation is provided in the 2023 EMEP Guidebook or facility-specific data is available in the country concerning this category. Therefore, and following the 2024 NECD review recommendation, the Party intends to collect better activity data and more suitable emission factors in order to improve emissions estimates from this category in the 2026 submission.

4.8 Wood Processing (2.I)

4.8.1 Wood Processing (NFR 2.I – SNAP 040620)

4.8.1.1 Category description

This category includes the estimation of emissions of particulate matter generated from the processing of wood. This includes the manufacture of plywood, reconstituted wood products and engineered wood products.

4.8.1.2 Methodology

TSP emissions were estimated according to a Tier 1 methodology through the following equation:

Equation 4-116: Emissions from Wood Processing

$$Emissions = \frac{Wood\ Products_{Production} \times EF_{TSP}}{1000}$$

Where:

Emissions: TSP emissions (t)

Wood $Products_{Production}$: National production of Wood Products (t)

EF_{TSP}: TSP emission factor (kg/t wood product)

4.8.1.3 Emission Factors

TSP emission factor were obtained from chapter "2.I Wood Processing" of "EMEP/EEA air pollutant emission inventory guidebook 2023" and are indicated in the table below.

Table 4-125: Emission Factor for Wood Processing

Parameter	Unit	EF
TSP	kg/t wood	1

4.8.1.4 Activity Data

From 1992 onwards, data on processed wood products has been obtained from INE. In the period 1990-1991, data has been estimated based on 1992 processed wood production data and on GDP.

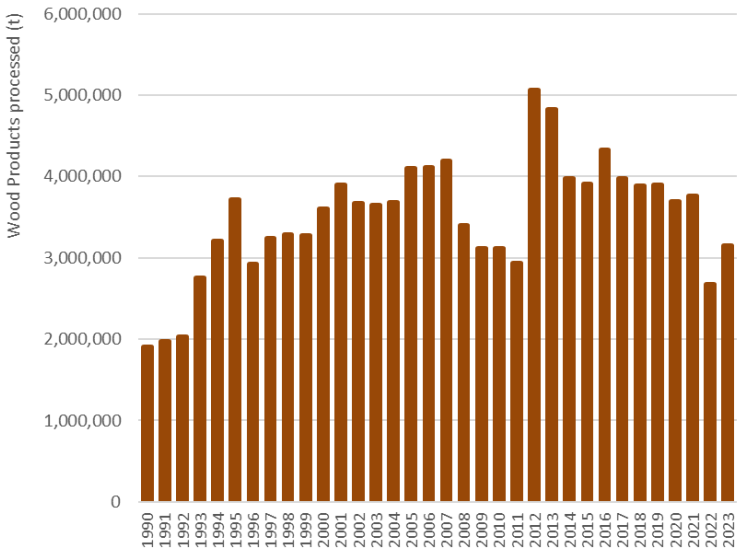


Figure 4-98: Wood Processing (t wood products processed)

4.8.1.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.8.1.6 Recalculations

2022 activity data update.

4.8.1.7 Further Improvements

No further improvements are expected.

4.9 Production of POPs (2.J)

There is no POP production in the country.

4.10 Consumption of persistent organic pollutants and heavy metals (2.K)

4.10.1 Consumption of persistent organic pollutants and heavy metals (NFR 2.K – SNAP 060502; 060504; 060507)

4.10.1.1 Category description

The major source of PCBs arises from leaks of dielectric fluid from large electrical transformers and capacitors that are in poor condition. Fragmentising operations are other relevant sources of PCBs.

Mercury (Hg) emissions arise mainly from the use of batteries, measuring and control equipment, electrical equipment and lighting.

4.10.1.2 Methodology

Hg emissions were estimated using a Tier 1 methodology according to 2023 EMEP Guidebook:

Equation 4-117: Hg emissions

$$Emi_{Hg} = EF * Population * 10^{-6}$$

Where:

Emi_{Hg}: Emissions of Hg (t)

Population: National population (inhabitants)

EF: Hg emission factor (g/capita)

Regarding PCB´s emissions, prior to the 2019 submission, Tier 1 methodology suggested by the EMEP / EEA guidebook 2023 was also used throughout the time series, as described above. However, in the late 80's, following a EU legislation, a National PCB Decontamination Plan was created in order to oversee the decontamination and phasing out of these fluids and equipment containing them. Therefore, we considered that estimating PCB emissions maintaining such an approach would fail to characterize Portuguese PCB emissions.

Thus, we decided to adopt a hybrid approach that intends to better portray the efforts made for the decontamination and phasing out of the fluids in Portugal, as well as the equipment that contained them.

Our hybrid approach is based on two main assumptions:

1. The Guidebook EMEP / EEA Tier 1 methodology is adequate to portray the emissions occurring in 1990 because at that date few decontamination efforts had been carried out since fluid disposal activities began in 1989;

2. The PCB emissions estimated for category 2K are directly related to the amount of contaminated fluid present in the equipment.

Resuming, we considered 1990's PCB estimated emissions as a reference and, for the remaining time series, PCB emissions were estimated by relating the amount of contaminated fluid existing in a given year to the amount of contaminated fluid that existed in 1990.

For 1990, PCB emissions were estimated using a Tier 1 methodology according to 2023 EMEP Guidebook:

Equation 4-118: PCB emissions in 1990

$$Emi_{PCB\ 1990} = EF\ X\ Population_{1990}\ X\ 10^{-3}$$

Where:

$Emi_{PCB\ 1990}$: Emissions of PCB in year 1990 (kg)

Population: National population in year 1990 (inhabitants)

EF: PCB emission factor (g/capita)

From 1991 onwards, PCB emissions were estimated according to:

Equation 4-119: PCB emissions from 1991 onwards

$$Emi_{PCB\ y} = Emi_{PCB\ 1990}\ X\ (M_y/M_{1990})$$

Where:

$Emi_{PCB\ y}$: Emissions of PCB in year y (kg)

$Emi_{PCB\ 1990}$: Emission of PCB in year 1990 (kg)

M_y: Amount of fluid contaminated with PCB in year y (kg)

M_{1990}: Amount of fluid contaminated with PCB in year 1990 (kg)

4.10.1.3 Emission Factors

The emission factors applied were taken from Table 3.1 of chapter "2.K Consumption of persistent organic pollutants and heavy metals" of 2023 EMEP Guidebook and are listed in the table below.

Table 4-126: Emission Factors

Parameter	Unit	EF
Hg	g/capita	0.01
PCB	g PCB/ per capita	0.1

4.10.1.4 Activity Data

For Hg emissions estimates, national population data was obtained from INE.

For PCB emissions estimates, PCB contaminated fluid were obtained from "PCB National Inventory", obtained from APA. This inventory was elaborated in order to fulfil National PCB Decontamination Plan's requirements.

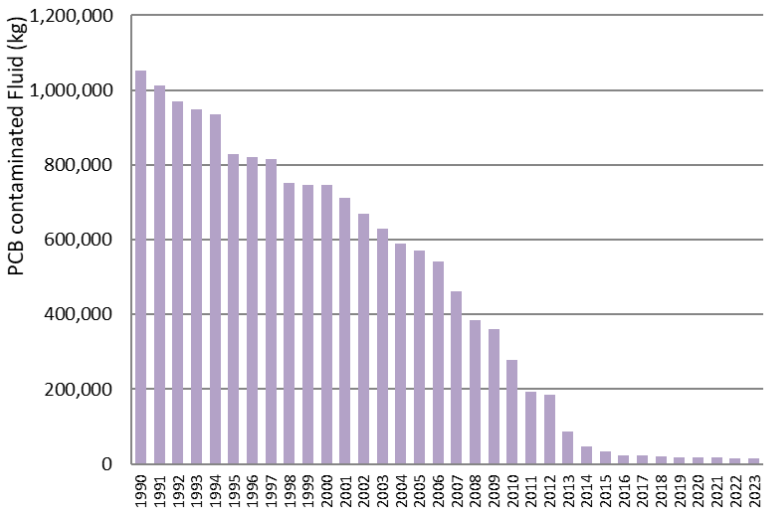


Figure 4-99: PCB contaminated fluid leaks

4.10.1.5 Category specific QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

4.10.1.6 Recalculations

Recalculations in Hg in 1990-2012 resulted from Population data update from 2011-2020 and 2022.

4.10.1.7 Further Improvements

No further improvements are planned.

5 Agriculture (NFR Sector 3)

Table of Contents

5 Agriculture (NFR Sector 3) 5-1

5.1 Overview of the sector 5-6

5.1.1 Recalculations 5-10

5.2 Manure Management (NFR 3B) 5-11

5.2.1 Methodology 5-11

5.2.2 Activity Data 5-12

5.2.3 Parameters 5-16

5.2.4 Emission Factors 5-24

5.2.5 Uncertainties 5-25

5.2.6 QA/QC and verification 5-25

5.2.7 Recalculations 5-27

5.2.8 Further improvements 5-27

5.3 Crop Production and Agricultural Soils (NFR 3D) 5-28

5.3.1 Synthetic N_fertilizers (NFR 3Da1) 5-29

5.3.2 Animal manure applied to soil (NFR 3Da2a) 5-35

5.3.3 Sewage sludge applied to soils (NFR 3Da2b) 5-36

5.3.4 Compost from municipal solid waste applied to soil (NFR 3Da2c) 5-38

5.3.5 Urine and dung deposited by grazing animals (NFR 3Da3) 5-39

5.3.6 Cultivated crops and farm level agricultural operations (NFR 3De) 5-40

5.3.7 Use of pesticides (NFR 3Df) 5-43

5.4 Field Burning of Agriculture Residues – Cereal Crops (NFR 3F) 5-45

5.4.1 Methodology 5-46

5.4.2 Activity data 5-46

5.4.3 Emission Factors 5-48

5.4.4 Uncertainties 5-49

5.4.5 QA/QC and verification 5-49
5.4.6 Recalculations 5-49
5.4.7 Further improvements 5-49
5.5 Field Burning of Agriculture Residues – Orchards, Vineyards and Olive Groves (NFR 5C2) 5-50
5.5.1 Methodology 5-51
5.5.2 Activity data 5-51
5.5.3 Emission Factors 5-52
5.5.4 Uncertainties 5-53
5.5.5 QA/QC and verification 5-53
5.5.6 Recalculations 5-53
5.5.7 Further improvements 5-53

List of Figures

Figure 5-1: NH_3 emissions (kt) from agriculture –Trends (Portugal and Mainland) 5-6
Figure 5-2: NH_3 emissions (kt) by source category in 1990 and in 2023 (Portugal and Mainland) 5-7
Figure 5-3: Comparative share (%) of NH_3 emissions by source category in 1990 and in 2023 (Portugal and Mainland) 5-8
Figure 5-4: Contribution (%) of agricultural emissions of air pollutants other than NH_3, in total national emissions 5-9
Figure 5-5: Evolution pattern growth for sheep (a) and goats (b) 5-13
Figure 5-6: Lambs and Kids: average carcass weight at slaughtering 5-13
Figure 5-7: Livestock numbers: comparison between National Statistics and FAO database 5-26
Figure 5-8: Climate regions presentation 5-29
Figure 5-9: Alkaline, Neutral and Acid soils representation at Portugal mainland 5-30
Figure 5-10: Use of inorganic N fertilizers (t $N.yr^{-1}$) 5-32
Figure 5-11: Data bases comparison of inorganic N fertilizers (t $N.yr^{-1}$) 5-33
Figure 5-12: Application of sewage sludge (t $dm.yr^{-1}$) and quantities of N (t N) applied in agriculture soils .. 5-36
Figure 5-13: Application of sewage sludge (t $dm.yr^{-1}$) and N content of the Sludge (kg $N.kg^{-1}$ dry matter) 5-37
Figure 5-14: Application of Municipal Solid Waste (MSW) Compost (t MSW $compost.yr^{-1}$) and quantities of N (t N) applied in agriculture soils 5-38
Figure 5-15: Amount of Clopyralid in use in Portugal (kg of active substance) 5-43
Figure 5-16: Amount of Chlorothalonil in use in Portugal (kg of active substance) 5-44
Figure 5-17: Rice cultivation areas (ha) in Portugal 5-46

Figure 5-18: Annual biomass burnt (t dm /yr) for the time series 5-47

Figure 5-19: Annual biomass burnt (t dm /yr) for the time series 5-52

List of Tables

Table 5-1: Total Main Pollutants and PM2.5 emissions from Agriculture sector 5-10

Table 5-2: Emissions from Manure Management (3B), kt 5-11

Table 5-3: Methods, Activity Data, Parameters and Emission factors used by pollutant (NFR 3B) 5-11

Table 5-4: Livestock population (thousands) – Mainland and Autonomous Regions of Azores and Madeira 5-14

Table 5-5: Livestock population (thousands) – Mainland 5-15

Table 5-6: Nitrogen excretion rates (Nex) of dairy cows in the time series 5-16

Table 5-7: Nitrogen excretion rates (Nex) of non-dairy cattle in the time series 5-17

Table 5-8: Nitrogen excretion rates (Nex) of all livestock other than cattle 5-18

Table 5-9: Share (%) of each Manure Management System per animal type in 1990 and 2023 5-19

Table 5-10: Proportion of N excreted on building, yard and grazing (%) 5-21

Table 5-11: Proportion of housed livestock managed on liquid/slurry and solid manure systems (%) 5-21

Table 5-12: Average amount of straw used in animal bedding-solid manure management systems and N content of straw 5-22

Table 5-13: Cattle specific parameters 5-22

Table 5-14: All animal categories other than cattle. specific parameters 5-23

Table 5-15: Emission factors used for calculation of the NH_3-N emissions from manure management. EF as proportion of TAN (volatilization rates) 5-24

Table 5-16: Emission factors to calculate the NO-N emissions from manure management. EF as proportion of TAN 5-24

Table 5-17: NMVOC emission factors for cattle (kg NMVOC.MJ feed intake^{-1}) 5-25

Table 5-18: NMVOC emission factors for all other animal categories other than cattle (kg NMVOC.kg VS excreted^{-1}) 5-25

Table 5-19: Emissions from Crop Production and Agricultural Soils (NFR 3D), kt 5-28

Table 5-20: Pollutant emitted by sub sources of category 3D 5-28

Table 5-21: Proportion (%) of the agricultural land in each emission region 5-30

Table 5-22: Nitrogen amount (kt.yr^{-1}) by type of fertilizer and emission region in 2023 5-31

Table 5-23: Nitrogen amount (kt.yr^{-1}) by type of fertilizer 5-32

Table 5-24: NH_3 emission factors (kg NH_3 . kg N applied^{-1}) 5-33

Table 5-25: Crop area (ha) 5-40

Table 5-26: Harvested amounts of each crop (t) 5-41

Table 5-27: Crop areas of each crop (ha) 5-41
Table 5-28: Crop area of other crops (ha) 5-41
Table 5-29: NMVOC emission factors 5-41
Table 5-30: Fraction of the year emitting 5-42
Table 5-31: Dry matter (DM) content 5-42
Table 5-32: PM2.5, PM10 and TSP emission factors (kg.ha^{-1}) 5-42
Table 5-33: Impurity factors (mg.kg^{-1}) - Clopyralid and Chlorothalonil 5-44
Table 5-34: Emission estimates from Field Burning of agriculture residues (3F), kt 5-45
Table 5-35: Pollutant emission estimates from field burning of agricultural crop residues 5-45
Table 5-36: Activity data and parameters used to estimate emissions from field burning of crop residues, 2023 5-47
Table 5-37: Emission factors for field burning agriculture residues, by pollutant and crop (Kg.kg dm burnt-^{1}). Main pollutant and CO 5-48
Table 5-38: Emission factors for field burning agriculture residues, by pollutant and crop (Kg.kg dm burnt^{-1}). Particulate Matter 5-48
Table 5-39: Emission factors for field burning agriculture residues, by pollutant and crop - POPs 5-48
Table 5-40: Emission factors for field burning agriculture residues, by pollutant and crop (mKg.kg dm burnt^{-1}). Heavy metals 5-48
Table 5-41: Emission estimates from Field Burning of agriculture residues (5C2), kt 5-50
Table 5-42: Pollutant emission estimates from field burning of agricultural crop residues 5-50
Table 5-43: Activity data and parameters used to estimate emissions from field burning of crop residues, 2022 5-51
Table 5-44: Emission factors for field burning agriculture residues, by pollutant and crop (Kg.kg dm burnt-^{1}). Main pollutant and CO 5-52
Table 5-45: Emission factors for field burning agriculture residues, by pollutant and crop (Kg.kg dm burnt^{-1}). Particulate Matter 5-52
Table 5-46: Emission factors for field burning agriculture residues, by pollutant and crop - POPs 5-52
Table 5-47: Emission factors for field burning agriculture residues, by pollutant and crop (mKg.kg dm burnt^{-1}). Heavy metals 5-53

List of Equations

Equation 5-1: Annual Consumption of inorganic N fertilizers 5-31
Equation 5-2: NH_3 emissions from sewage sludge applied to soils 5-36
Equation 5-3: NH_3 emissions from MSW compost applied to soils 5-38
Equation 5-4: Emissions from cultivated crops 5-40

Equation 5-5: Tier 2 methodology: wheat, rye and grass 5-40
Equation 5-6: Crop Yeld estimate..... 5-40
Equation 5-7: Tier 2 methodology: other crops 5-41
Equation 5-8: HCB Emissions from pesticides 5-43
Equation 5-9: Estimation of GHG emissions from field burning of crop residues..... 5-46
Equation 5-10: Estimation of GHG emissions from field burning of crop residues..... 5-51

5 Agriculture (NFR Sector 3)

Rita Silva

Teresa Costa Pereira

Updated: March 2025

5.1 Overview of the sector

Agriculture activities generate the largest part of NH_3 national emissions. In 2023, NH_3 emissions from the agriculture sector were 51.6 kt, corresponding to 91.1% of the national NH_3 emissions[1]. From 1990 to 2023, NH_3 agriculture emissions decreased 10.3%. From 2005 to 2023 there is an increase of 4.3% in agriculture NH_3 emissions. The complete time series trend is shown in Figure 5-1.

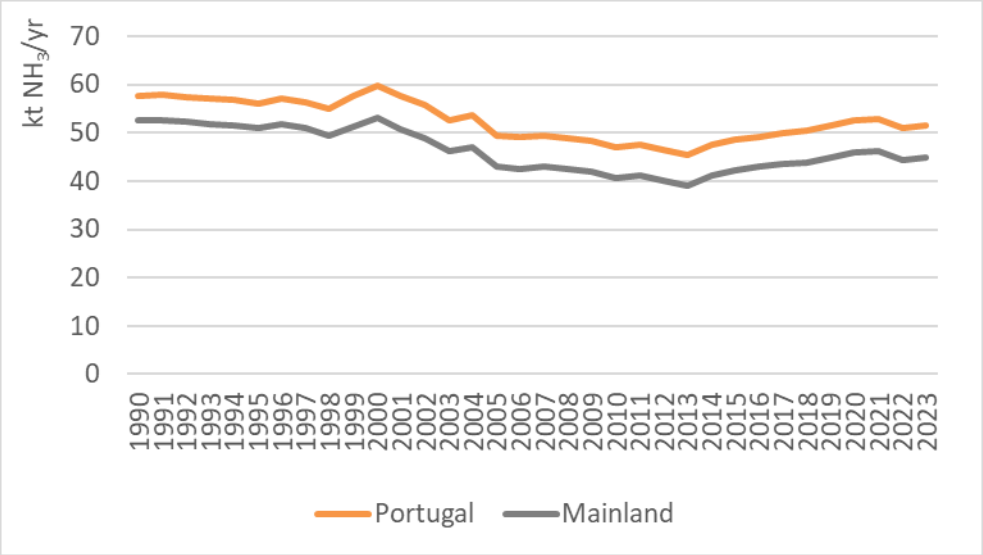


Figure 5-1: NH_3 emissions (kt) from agriculture –Trends (Portugal and Mainland)

Overall, NH_3 emissions from agriculture presented reductions between 1990 and 2023 in almost all source categories except for 3B4g (Poultry) and 3Da3 (Urine and dung deposited by grazing animals). The next figure shows the ammonia emissions in the years 1990 and 2023 by category of emission source.

[1] See Preface of this Informative Inventory Report..

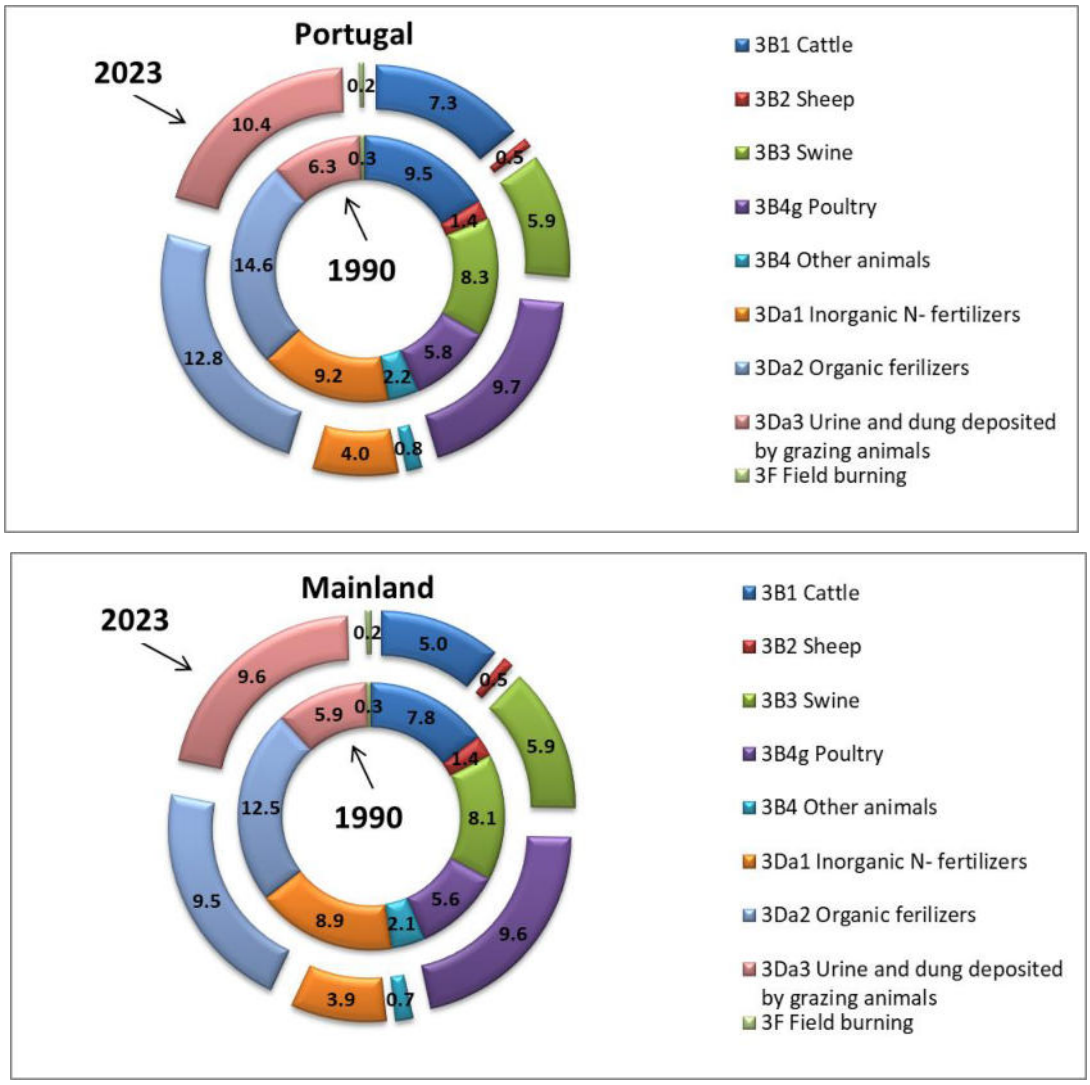


Figure 5-2: NH_3 emissions (kt) by source category in 1990 and in 2023 (Portugal and Mainland)

The most significant reductions are linked to a decrease in the number of animals in production in 3B1 (cattle) and 3B2 (sheep and goats). The reduction in cattle is related mainly with dairy cows and changes to the milk quota scheme under the Common Agricultural Policy (CAP). Extensive production systems have been supported in the context of CAP through measures, either in the 1st or in the 2nd pillar, which promote the maintenance or improvement of permanent pastures that are directly grazed by cattle (other than dairy cows), sheep or goats. The result is a greater percentage of animals in pasture and consequently more NH_3 emissions from urine and dung deposited in pasture and less from managed manure and applied to the soil.

The only increase in NH_3 emissions is related to a relevant increase in the number of animals in 3B4g (Poultry) and 3Da3 (Urine and dung deposited by grazing animals).

The relative importance of each Source (NFR codes) of NH_3 emissions from agriculture, in 1990 and 2023, is presented in Figure 5-3.

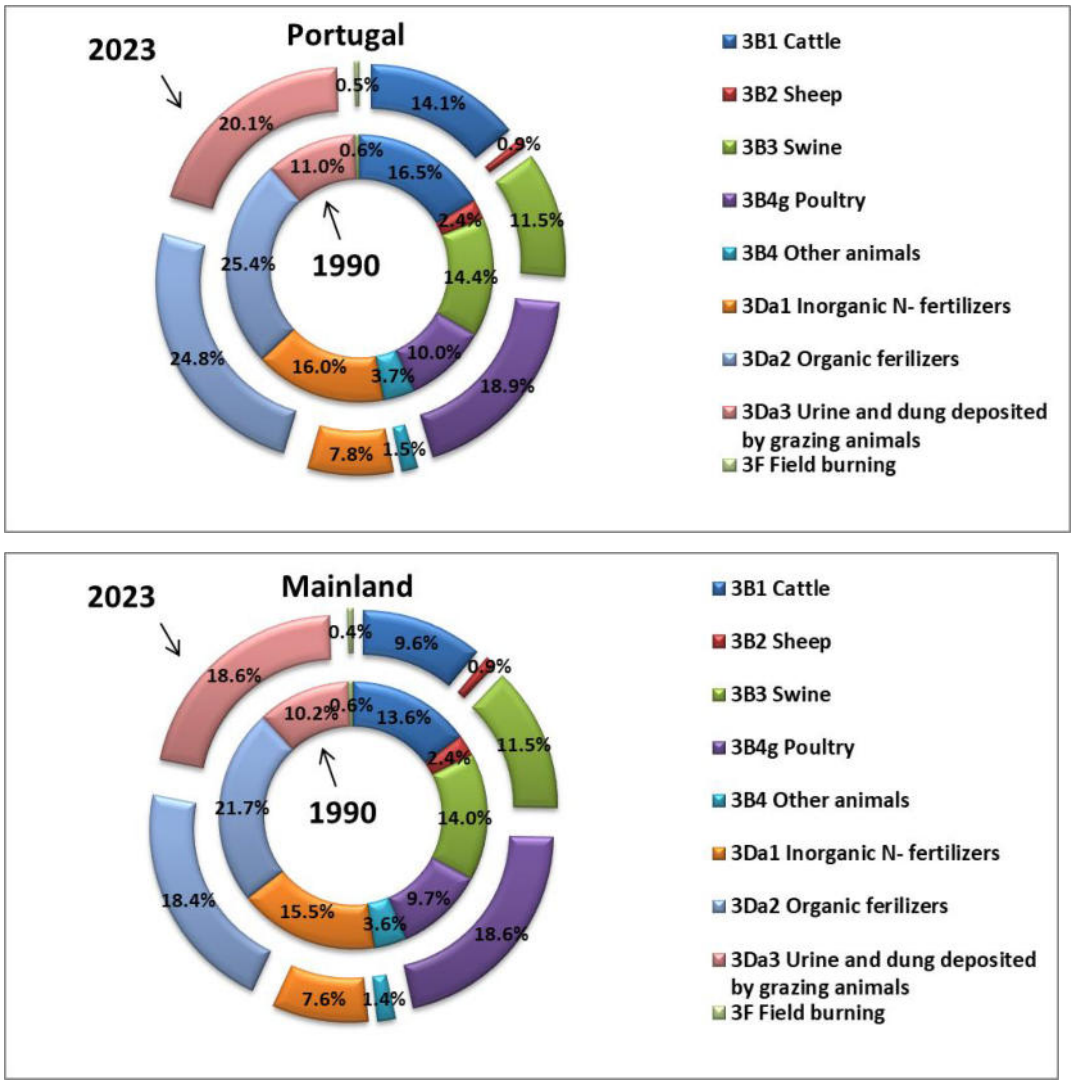


Figure 5-3: Comparative share (%) of NH_3 emissions by source category in 1990 and in 2023 (Portugal and Mainland)

Besides NH_3 emissions, the Portuguese Inventory includes also other pollutant emissions estimates related with agricultural activity that are summarized as follow:

- From Manure Management (3B): NOx[2], NMVOC, $PM_{2.5}$, PM_{10}, TSP;
- From Crop Production and Agricultural Soils (3D): NOx, NMVOC, $PM_{2.5}$, PM_{10}, TSP;
- From Field Burning of Agricultural Residues (3F): NOx, NMVOC, SOx[3], $PM_{2.5}$, PM_{10}, TSP, BC, CO, Pb, Cd, Hg, As, Cr, Cu, Ni, Se, Zn, PCDD/F and PAHs;
- From Use of Pesticides (3D.f): HCB.

The contribution of agriculture emissions of NO_X, SO_X, NMVOC, $PM_{2.5}$, PM_{10} and TSP in total national emissions of these pollutants is represented in the next figure for the year 2023.

[2] Reported as NO_2
[3] Reported as SO_2

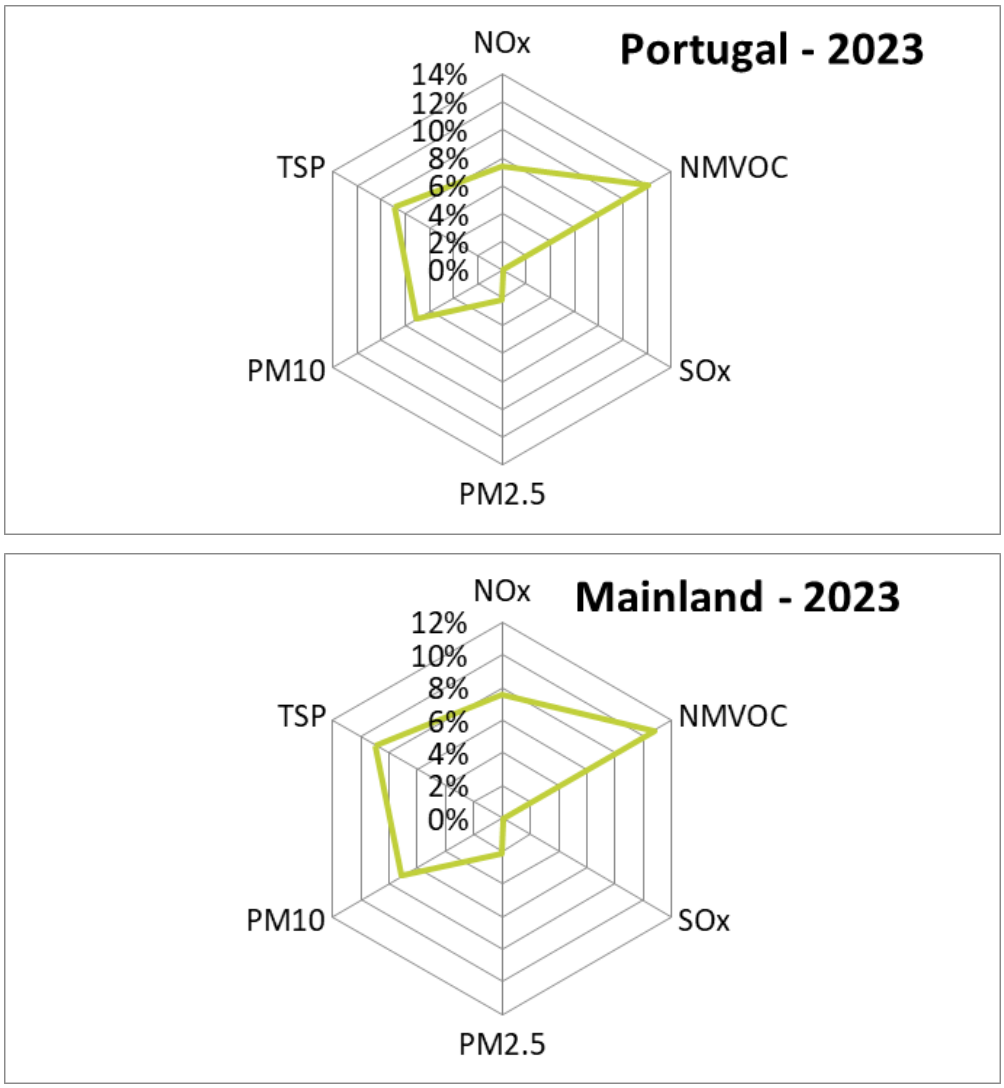


Figure 5-4: Contribution (%) of agricultural emissions of air pollutants other than NH_3, in total national emissions

In the case of Portugal, the European and international obligations differ in terms of the geographical scope[4]. While for the NEC Directive and for the Gothenburg Protocol the report excludes emissions from Azores and Madeira Islands, the LRTAP Convention covers the whole national territory. Table 5-1 presents total emissions estimates of main pollutants and $PM_{2.5}$ reported under the framework of the LRTAP Convention (Portugal) and under the framework of the NEC Directive and the Gothenburg Protocol (Mainland).

[4] See Preface of this Informative Inventory Report

Table 5-1: Total Main Pollutants and PM2.5 emissions from Agriculture sector

Pollutant	1990	2005	2020	2022	2023	Δ (2023-2022)	Δ (2023-2005)	Δ (2023-1990)	Importance in total emissions from PT in 2023
	Kt					%			
NH3									
Portugal	57.57	49.51	52.72	50.89	51.63	1.45%	4.28%	-10.33%	91.77%
Mainland	52.59	42.94	45.93	44.24	44.90	1.51%	4.57%	-14.62%	90.86%
NMVOC									
Portugal	21.99	17.14	19.22	19.52	19.51	-0.08%	13.80%	-11.28%	12.12%
Mainland	19.58	14.28	16.11	16.44	16.37	-0.40%	14.65%	-16.41%	10.74%
NO_X									
Portugal	11.99	9.83	10.60	9.19	9.93	8.04%	1.08%	-17.15%	7.35%
Mainland	11.27	9.00	9.71	8.35	9.08	8.83%	0.93%	-19.37%	7.57%
$PM_{2.5}$									
Portugal	1.19	0.84	0.86	0.93	0.97	4.86%	15.65%	-18.42%	2.20%
Mainland	1.15	0.80	0.82	0.88	0.92	4.94%	16.01%	-19.42%	2.15%
SO_X									
Portugal	0.04	0.03	0.02	0.03	0.03	9.09%	2.30%	-28.64%	0.07%
Mainland	0.04	0.03	0.02	0.03	0.03	9.08%	0.65%	-30.16%	0.10%

Percentages of the national emissions, by NFR code, that correspond to mainland territory are presented in table D-5 of ANNEX D: Agriculture for the time series.

5.1.1 Recalculations

Changes between submissions are due to the:

- Dairy cattle livestock numbers update in 2022;
- Poultry (Broilers) livestock numbers update in 2022;
- Update of the "Volatilized N from agricultural inputs of N" and "Leaching and run off" activity data from 2020 onwards;
- Update of 2019 and 2021-2022 CAN activity data;
- Update of 2021-2022 Urea activity data.

5.2 Manure Management (NFR 3B)

5.2.1 Methodology

For all 3B sub source categories, were estimated emissions for pollutants recommended in *EMEP/EEA air pollutant emission inventory guidebook 2019* (EMEP/EEA, Guidebook 2019): NH_3, NOx[5], NMVOC and $PM_{2.5}$.

Results are summarized in Table 5-2.

Table 5-2: Emissions from Manure Management (3B), kt

Pollutant	1990	2005	2020	2022	2023	Δ 2023-2022	Δ 2023-2005	Δ 2023-1990	% of Agriculture emissions from PT in 2023
	Kt					%			
NO_X									
Portugal	0.74	0.60	0.73	0.76	0.77	1.76%	29.11%	4.05%	7.75%
Mainland	0.69	0.54	0.68	0.71	0.71	1.26%	32.30%	3.57%	7.87%
NMVOC									
Portugal	15.55	12.02	13.53	13.71	13.65	-0.45%	13.52%	-12.25%	69.97%
Mainland	13.89	10.06	11.62	11.84	11.76	-0.74%	16.86%	-15.35%	71.82%
NH_3									
Portugal	27.11	21.83	23.91	24.22	24.18	-0.15%	10.77%	-10.80%	46.84%
Mainland	24.98	18.97	21.39	21.76	21.68	-0.39%	14.28%	-13.22%	48.28%
$PM_{2.5}$									
Portugal	0.38	0.27	0.39	0.40	0.40	-0.65%	47.50%	6.54%	41.30%
Mainland	0.34	0.24	0.36	0.38	0.37	-0.65%	55.80%	8.29%	40.41%

Methodologies, activity data, parameters and emission factors used for the calculation of each pollutant emissions are summarized in Table 5-3.

Table 5-3: Methods, Activity Data, Parameters and Emission factors used by pollutant (NFR 3B)

Pollutant	Method	Activity data	Parameters	Emission factor
NH_3	Tier 2	NS	CS; D	D
NOx	Tier 2	NS	CS; D	D
NMVOC	Tier 2	NS	CS; D	D
$PM_{2.5}$	Tier 1	NS	-	D
PM_{10}	Tier 1	NS	-	D
TSP	Tier 1	NS	-	D
NS- National Statistics; CS – Country specific; D – Default tier 1 or tier 2 from the Guidebook				

For NH_3 and NO_X emissions estimates, Portugal used the Tier 2 mass flow approach described in the EMEP/EEA Guidebook 2019, chapter 3B – Manure management[6]. From the N-flow calculation process were obtained NH_3 emission estimates from manure management systems which occur from livestock housing, yards, storage, on field application and grazing. In the same process are also calculated NO_X emissions from manure storage and the net amount of Nitrogen returned to soil from manure (after N losses from emissions during building, yard, storage, manure application and from leaching of solid manure storage) which is used in the calculations of NO_X emissions in chapter 3D – Crop production and agricultural soils. The same calculations were done for the net return of N during grazing which is also used to estimate NO_X emissions in chapter 3D.

[5] Reported as NO_2

[6] Calculations were done based on the excel spreadsheet provided in the Appendix B of chapter 3B –Manure management of the Guidebook 2013 with the updates of the Guidebook 2016 and Guidebook 2019

Emission estimates are done separately for each animal category (NFR 3B1a, 3B1b, 3B2, 3B4d, 3B4e, 3B4f, 3B4h, 3B4gi, 3B4gii, 3B4giii and 3B4giv).

For NMVOC emission estimates were used the calculation algorithms (cattle and all other animals) recommended by the EMEP/EEA Guidebook 2019 (pg.28 to 30), which covers different sources of emissions from: silage store and feed, livestock housing, manure storage, manure application to soil and grazing animals.

PM emissions were estimated using a Tier 1 methodology: $Emi_{PM(i)}=EF_{(i)}*N_{(i)}$, where $EF_{(i)}$ is the emission factor for the specific animal category i and $N_{(i)}$ is the number of animals of the category i that are presented within the year. PM emissions are originated mainly from feed.

5.2.2 Activity Data

General census on agriculture[7] and animal husbandry activities are made every 10 years by the National Statistical Institute (INE) in accordance with EU requirements. The first census was made in 1952/54, followed by exercises in 1968, 1979, 1989, 1999, 2009 and 2019. Last census (RA, 2019) considered the survey of all national territory at the same time. Inquiries were done at each individual production unit by direct interview.

The general agriculture census is subjected to several Quality Control measures by INE. The complete National Methodological Report is available at Eurostat website[8].

Also, through Farm Structure Survey (FSS) about 40 000 farms (production units) were surveyed, every two years. From 2010 the interval between surveys has been extended[9] to 3 years. The complete National Methodological Report of 2013 and 2016[10] FSS is also available to the public at Eurostat website (same link).

Annually livestock numbers[11] for cattle, swine, sheep and goats are estimated through the National Animal Registration database (SNIRA).

Using these data sources, INE built consistent time series of annual livestock numbers from 1987 to 2023 for cattle, swine, sheep and goats, disaggregated per region[12], age and sex.

All original figures in statistical database represent the annual average population.

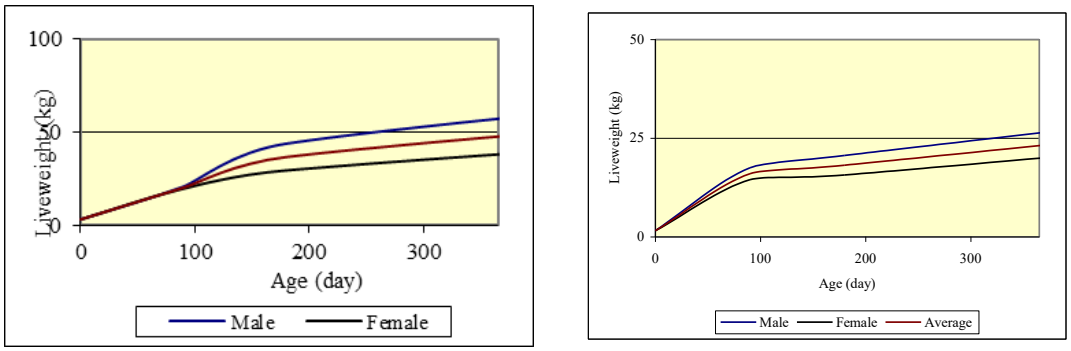
Statistical data from the INE for the sheep and the goats does not distinguish the category "lambs" or "kids". The annual sheep and goat population is disaggregated between two broad categories: "ewes" and "other ovine", for sheep, and "does" and "other caprine", for goats. Thus, the annual number of lambs and kids was set from the number of registered slaughtered animals, as published by the National Statistics Institute (INE). The number of lambs and kids reported as activity data represents the equivalent annual average of animals, i.e.:

$$\text{Lambs/Kids (hd)} = \text{Annual Slaughter (hd/yr)} * \text{Age_Slaughter (days)} / 365$$

The age at which slaughter occurs (Age_Slaughter) was determined from the inverse function of the growth models[13] for both species, Figure 5-5, using the weight at slaughter as published by INE, which values are

[7] In portuguese Recenseamento Geral Agrícola (RGA 1989 and RGA 1999), Recenseamento Agrícola (RA 2009).
[8] Methodology - Agriculture - Eurostat (europa.eu) > Structure of agricultural holdings > *National methodological reports* > FFS National Methodology report 2010 > Portugal
[9] Regulation (EC) nº 1166/2008, on Farm Structure Surveys and the Survey on Agricultural Production methods, repealing Regulation (EEC) nº 571/88.
[10] Methodology - Agriculture - Eurostat (europa.eu) Structure of agricultural holdings > *National methodological reports* > FFS National Methodology report 2013 > Portugal and FFS National Methodology report 2016 >Portugal.
[11] Regulation (EC) nº 1165/2008, concerning livestock and meat statistics and repealing Council Directives 93/23/EEC, 93/24/EEC and 93/25/EEC,
[12] A total of 7 regions were available: the 5 regions in mainland Portugal (NUT II level), Norte, Centro, Lisboa e Vale do Tejo, Alentejo and Algarve, and the two Autonomous regions of Azores and Madeira.
[13] Set up from the information on existing breeds in Portugal, complemented by information of Jarrige (1988) related with growth patterns.

presented in Figure 5-6. Resultant average ages vary from 107 to 134 days for lambs and 69 to 104 days for kids.



(a) (b)

Figure 5-5: Evolution pattern growth for sheep (a) and goats (b)

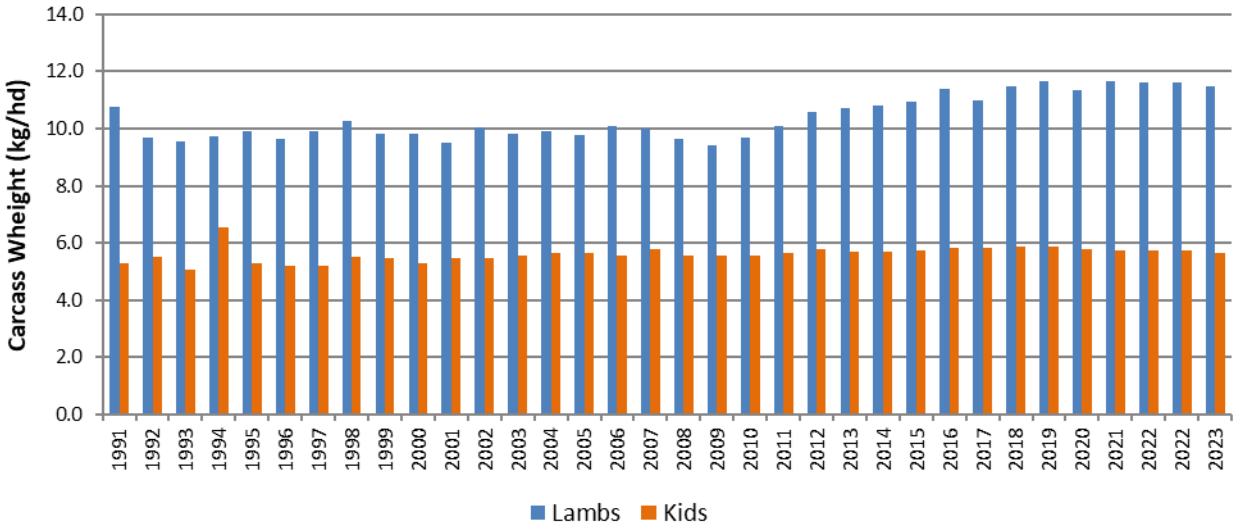


Figure 5-6: Lambs and Kids: average carcass weight at slaughtering

The number of animals remaining from the total Sheep and Goats populations after subtraction of number of females (ewes and does) and the number of youngsters (lambs and kids) is reported as "Other Ovine" and "Other Caprine". These animals are mostly adult males, but also young animals that are kept to reproductive functions and are not slaughtered.

The population of horses, mules and asses is established from the results of the Agricultural Census and the Farm Structure Survey. Gaps in the livestock time series were corrected with linear interpolation.

The population of poultry and rabbits (reproductive females) is established from the results of the Agricultural Census and the Farm Structure Survey until 2019. The reference period for livestock population is September 1st (2019). From 2020 onwards, due to lack of national statistical information, broilers and laying hens population have been estimated, respectively, from the relation between 2019 total broiler population and population of hens, from the annual survey of industrial egg production, published by INE. The disaggregation of hens for industrial egg production and hens for production of chicks was obtained from the Annual Survey of eggs production and the Annual Survey of Industrial Poultry, published by INE. Gaps in the livestock time series were corrected with linear interpolation.

For all other animal types, the value that was considered as activity data is the average of the last three years, i.e, the activity data reported for year n (1990 given as example) is the average of livestock numbers for n-2, n-1 and n (1988, 1989 and 1990).

In Table 5-4 is presented the annual livestock numbers (1990, 1995, 2000, 2005, 2010, 2015 and the three last years) that are activity data for emission estimates from manure management. In a consistent way same activity data are used to estimate CH_4 emissions and N_2O emissions from: manure management (3B), urine and dung deposited by grazing animals (3Da2) and animal manure applied to soil (3Da3). The complete time series data is included in the table D.1 of ANNEX D: Agriculture.

In a consistent way the same activity data were used for the UNFCCC and UNECE/CLRTAP emission inventory.

Table 5-4: Livestock population (thousands) – Mainland and Autonomous Regions of Azores and Madeira

Animal class	Sub-class	1990	1995	2000	2005	2010	2015	2020	2022	2023
Dairy cattle	Dairy cows	394	383	353	290	255	235	233	228	223
Non-dairy cattle	Beef calves (<1 yr)	46	60	67	104	114	112	107	100	91
	Calves M.Rep. (<1 yr)	186	162	144	136	123	152	175	180	179
	Calves F Rep. (<1 yr)	177	158	174	183	171	209	236	242	241
	Males 1-2 yrs	112	103	82	81	66	58	70	59	53
	Beef Fem. 1-2 yrs	18	22	17	17	20	15	16	16	15
	Females rep. 1-2 yrs	111	109	127	135	137	148	157	148	139
	Steers (>2 yrs)	38	33	26	25	38	37	62	58	52
	Heifers Beef (>2 yrs)	4	10	6	9	12	15	12	12	11
	Heifers rep. (>2 yrs)	45	52	67	94	110	96	98	88	83
	Non-dairy cows	242	273	345	397	438	461	497	503	491
Swine	Piglets (<20 kg)	727	726	663	574	597	713	797	812	816
	Fatt. Pigs (20-50 kg)	662	660	585	467	448	485	453	415	404
	Fatt. Pigs (50-80 kg)	525	525	483	368	360	380	387	402	411
	Fatt. Pigs (80-110 kg)	218	198	174	214	244	285	319	306	287
	Fatt. Pigs (> 110 kg)	44	44	38	41	36	30	45	54	46
	Boars (>50 kg)	26	26	20	12	7	6	5	5	5
	Sows, pregnant	210	211	195	191	179	162	163	156	153
	Sows, non-pregnant	124	132	124	68	66	71	72	73	73
Sheep	Ewes	2 292	2 339	2 410	2 293	1 915	1 620	1 668	1 659	1 629
	Other Ovine	663	817	734	234	192	237	406	458	469
	Lambs	307	278	319	322	277	194	186	172	162
Goats	Does	614	517	460	380	356	324	322	307	297
	Other Caprine	149	151	129	57	40	39	38	36	36
	kids	47	41	33	26	29	20	18	19	18
Equidae	Horses	33	48	58	60	92	78	85	88	90
	Asses & Mules	118	103	69	60	24	11	9	9	9
Poultry	Hens, reproductive	3 421	3 271	2 644	3 056	3 453	2 920	4 117	4 311	4 169
	Hens eggs	7 539	7 745	9 060	7 349	7 867	6 710	10 554	11 172	11 344
	Broilers	18 524	18 813	24 374	18 686	19 207	19 395	32 968	34 409	34 475
	Turkeys	1 149	945	1 208	798	1 445	785	1 738	1 871	1 874
	Other poultry	1 571	1 551	1 622	1 376	1 522	1 284	3 216	3 360	3 318
Other	Rabbits[1]	475	401	336	289	255	148	169	212	233

[1]Female reproductive

Table 5-5: Livestock population (thousands) – Mainland

Animal class	Sub-class	1990	1995	2000	2005	2010	2015	2020	2022	2023
Dairy cattle	Dairy cows	310	298	253	191	160	147	141	139	136
Non-dairy cattle	Beef calves (<1 yr)	43	54	60	93	100	99	94	88	80
	Calves M.Rep. (<1 yr)	172	146	128	122	108	134	154	158	156
	Calves F Rep. (<1 yr)	163	142	155	164	150	184	208	212	210
	Males 1-2 yrs	103	93	73	72	58	51	62	52	46
	Beef Fem. 1-2 yrs	17	20	15	16	18	13	14	14	13
	Females rep. 1-2 yrs	103	98	113	121	121	130	139	129	121
	Steers (>2 yrs)	35	30	23	22	33	33	54	51	46
	Heifers Beef (>2 yrs)	4	9	5	8	10	13	10	11	10
	Heifers rep. (>2 yrs)	41	47	60	84	97	85	86	77	72
	Non-dairy cows	223	246	308	356	386	407	438	441	428
Swine	Piglets (<20 kg)	709	708	639	553	579	702	797	812	816
	Fatt. Pigs (20-50 kg)	646	643	563	450	434	477	453	415	404
	Fatt. Pigs (50-80 kg)	512	512	465	355	349	374	387	402	411
	Fatt. Pigs (80-110 kg)	213	193	168	206	237	280	319	306	287
	Fatt. Pigs (> 110 kg)	43	43	37	40	35	30	45	54	46
	Boars (>50 kg)	26	26	19	12	7	6	5	5	5
	Sows, pregnant	205	206	188	184	173	159	163	156	153
	Sows, non-pregnant	121	128	120	65	64	70	72	73	73
Sheep	Ewes	2 282	2 329	2 398	2 284	1 908	1 614	1 662	1 649	1 629
	Other Ovine	660	814	730	233	191	236	405	455	469
	Lambs	306	277	317	321	276	193	185	171	162
Goats	Does	596	502	445	368	344	312	311	295	297
	Other Caprine	144	146	125	55	39	38	36	35	36
	kids	46	40	32	25	28	20	17	18	18
Equidae	Horses	29	42	53	55	89	75	85	88	90
	Asses & Mules	115	100	68	59	24	11	9	9	9
Poultry	Hens, reproductive	3 293	3 149	2 534	2 932	3 344	2 830	4 032	4 222	4 083
	Hens eggs	7 256	7 456	8 683	7 050	7 617	6 503	10 336	10 942	11 110
	Broilers	17 870	17 968	23 694	18 088	18 654	18 870	32 215	33 623	33 688
	Turkeys	1 146	941	1 204	793	1 440	782	1 737	1 870	1 873
	Other poultry	1 553	1 531	1 599	1 354	1 499	1 271	3 208	3 352	3 310
Other	Rabbits[1]	468	391	332	284	249	145	165	207	227

[1]Female reproductive

5.2.3 Parameters

5.2.3.1 Nitrogen excretion rates

Most of the nitrogen excretion rates (Nexc) used in the inventory were established based on the Nexc proposed by the Revised Code of Good Agricultural Practice[14] (CBPA).

The following sections present the methodology used to establish the country specific Nexc for dairy-cattle (which vary with milk production) and for estimates of nitrogen excreted by non–dairy cattle. For all other animals, nitrogen excretion rates were based on CBPA Nexc, considering animal species, age and sex, according to the livestock characterization used in the inventory.

a) Dairy Cattle Nex

CBPA defines the nitrogen excretion rate of dairy-cattle as a function of milk production. The base nitrogen value for dairy-cattle is 115 kg N.hd^{-1}.yr^{-1} for 7000 kg milk produced.hd^{-1}.year^{-1}. For different milk production values the extrapolation procedures defined in CBPA are the following:

- the Nex decreases 10 % for every 1000 kg less of milk production;
- the Nex increases 2 % for every 1000 kg extra of milk production.

Milk production values and corresponding Nex in the time series are presented in Table 5-6.

Table 5-6: Nitrogen excretion rates (Nex) of dairy cows in the time series

Year	Milk per Cow (kg. hd^{-1}.year^{-1})	Nex (kg. hd^{-1}.year^{-1})
1990	4.464	85.8
1995	4.556	86.9
2000	6.262	106.5
2005	7.232	115.5
2010	7.894	117.1
2015	8.287	118.0
2020	8.571	118.6
2022	8.689	118.9
2023	8.949	119.5

The 2023 Nex value of 119.5 kg. hd^{-1}.yr^{-1} is higher than the default IPCC 2006 value of 105.1 kg. hd^{-1}.yr^{-1} for Western Europe (table 10.19[15] considering an average weight of 600 kg per dairy cow[16]), but is close to those used by other countries.

b) Non - dairy Cattle Nex

The Nex estimates for non-dairy cattle subcategories were calculated using IPCC 2006 equations 10.31, 10.32 and 10.33[17]. The values of gross energy (GE), weight gain (WG), net energy for growth (NEg) , milk production and fat content of milk, are the same that were calculated in the framework of the UNFCCC inventory emissions (chapter 5.2.3 of the Portuguese National Inventory Report (NIR) 1990-2023).

[14] Portugal published his first CBPA in 1997. In 2010 it was revised and recently it was published including not only good practices to follow in nitrogen fertilization of crops but also the good practices for phosphate fertilization (Despacho nº 1230/2018, 5th February)
[15] Volume 4, chapter 10, page10.59
[16] Dr Vicente de Almeida - Animal Genetic Resources Department ; Dr José Neves – Unit of Animal Identification, Registration and Movement,2014
[17] Volume 4, chapter 10, pages 10.58 and 10.59

The percent crude protein in the representative diets were estimated by the expert[18] of the INIAV[19] on Chemical and Nutritive evaluation of Animal Feed, considering the proportion and the data of the different feed constituents of each diet. In Table 5-7 are presented the weighted average values of Nex by subcategory of non-dairy cattle, for the time series.

Table 5-7: Nitrogen excretion rates (Nex) of non-dairy cattle in the time series

Non-dairy cattle subcategories	Nex (kg. hd^{-1}.$year^{-1}$)								
	1990	1995	2000	2005	2010	2015	2020	2022	2023
Beef calves (<1 yr)	25.0	25.0	24.8	24.3	23.7	23.4	23.4	23.4	23.4
Calves M.Rep. (<1 yr)	25.0	25.0	27.1	32.5	37.8	41.0	41.0	41.0	41.0
Calves F Rep. (<1 yr)	25.0	25.0	27.1	32.5	37.8	44.8	44.8	44.8	44.8
Males 1-2 yrs	40.0	40.0	42.6	49.1	55.5	59.4	59.4	59.4	59.4
Beef Fem. 1-2 yrs	40.0	40.0	41.7	45.9	50.0	52.5	52.5	52.5	52.5
Females rep. 1-2 yrs	40.0	40.0	41.8	46.5	51.1	53.9	53.9	53.9	53.9
Steers (>2 yrs)	41.0	41.0	47.7	64.4	81.1	91.1	91.1	91.1	91.1
Heifers Beef (>2 yrs)	55.0	55.0	55.7	57.6	59.4	60.5	60.5	60.5	60.5
Heifers rep. (>2 yrs)	55.0	55.0	55.7	57.6	59.4	60.5	60.5	60.5	60.5
Non-dairy cows	80.0	80.0	78.7	75.3	71.9	69.9	69.9	69.9	69.9

The average Nex, weighted by the 2023 non-dairy cattle population is 56.4 kg. hd^{-1}. $year^{-1}$, which is higher but close of the default value for Western Europe[20] (considering the average weight of 439.2 kg of the non-dairy cattle population in 2023).

c) Nex for all livestock other than cattle

The Table 5-8 presents the nitrogen excretion rates applied in the estimation of N_2O emissions from Manure Management and the defaults Nex, estimated with equation 10.30[21] as proposed in the IPCC 2006. There is an acceptable agreement between country-specific values and IPCC defaults for all species other than sheep and goats. For these two categories the nitrogen excretion rate appears to be low, when in comparison to IPCC default, but it has similarities to those used by other parties.

[18] Engª Teresa Dentinho - "Dados portugueses para determinação das emissões de azoto de bovinos não leiteiros – Valor proteico das dietas".
[19] National Institute for Agriculture and Veterinary Research
[20] Table 10.19 of IPCC 2006, volume 4, chapter 10, page 10.59. Default Nex of the EMEP/EEA Guidebook 2019 are taken from IPCC 2006
[21] Volume 4, chapter 10, page 10.57

Table 5-8: Nitrogen excretion rates (Nex) of all livestock other than cattle

Animal type	Sub category	Nex			
		Country specific (kg N.hd^{-1}.yr^{-1})	IPCC default[22]		
			Typical animal mass (average) (kg)	Kg N (1000 kg animal mass)$^{-1}$.day^{-1}	Kg N hd^{-1}.yr^{-1}
Swine	Piglets (<20 kg)	0.00	65	0.51	12.10
	Fatt. Swines (20-50 kg)	9.00			
	Fatt. Swines (50-80 kg)	13.00			
	Fatt. Swines (80-110 kg)				
	Fatt. Swines (> 110 kg)				
	Boars (>50 kg)	18.0	205	0.42	31.43
	Sows, pregnant	20.0			
	Sows, non-pregnant	42.0			
Sheep	Ewes	9.17	54	0.85	16.75
	Other Ovine	6.60			
	Lambs	0.00			
Goats	Does	7.00	30	1.28	14.02
	Other Caprine	6.60			
	kids	0.00			
Equidae	Horses	44.0	550	0.26	52.20
	Asses & Mules	22.0	245		23.25
Poultry	Hens, reproductive	0.34	1.8	0.96	0.63
	Hens eggs	0.80			
	Broilers	0.45	0.9	1.10	0.36
	Turkeys	1.40	6.8	0.74	1.84
	Other poultry	0.45	2.7	0.83	0.82
Other	Rabbits[1]	9.00	-	-	8.10
[1]Per female cage					

Values for Piglets (< 20kg), lambs and goat kids, are 0 kg N.hd^{-1}.yr^{-1} because the Nex is included in the Nex of their respective mothers.

The Nex values for rabbits correspond to a breeding female with 40 young animals with a final weight of 2.7/3.0 kg per rabbit per year.

There is an acceptable agreement between country-specific values and IPCC 2006 defaults for all species other than sheep and goats. These two categories nitrogen excretion rate appears to be low, when in comparison with default values, but it has similarities to those used by other parties.

The total quantity of nitrogen in manure produced (including deposition on pasture) per animal type, and its annual variation in the period 1990 to 2021, is presented in the table D-2 of the ANNEX D: Agriculture.

The proportion of total ammoniacal-N (TAN) used to calculate NH_3 emissions (N-flow method) was obtained from Table 3.9[23] of EMEP/EEA Guidebook 2019 for each animal type excretion.

[22] Default Nex of the EMEP/EEA Guidebook 2019 are taken from table 10.19, Chapter 10 of IPCC 2006
[23] Page 31 of Chapter 3B Manure Management of the EMEP/EEA Guidebook 2019

5.2.3.2 Manure Management Systems

Expert guess[24], based on survey data and field knowledge of technical personnel of the Ministry of Agriculture was used to establish the % of each Manure Management System (MMS) in 1990. The same expertise was used to establish a prevailing trend in the period 1990-2010, considering the practices that are becoming more common and some results of legislation and institutional control.

The 2009 Agriculture Census (RA09) included in the inquiry to the farmers, for the first time, a question related with the type of manure management system in use on the farm. Based on that information collected from the RA09 and on the information resident in the National Animal Registration database (SNIRA) about the number of livestock produced in extensive mode (pasture), the trend 1990-2010 was updated in September 2017[25] for cattle (dairy cows, non - dairy cows, other cattle), sheep (ewes, other ovine), goats (does, other caprine) and equidae (horses, mules and asses).

Although the exact year at which the situation has changed is unknown, a linear evolution between year 1990 and the target year of 2010 was assumed.

From 2010 onwards we assume the same distribution. In future submissions, and after detailed ongoing discussions with National Statistics and agriculture experts, we expect to update Table 5-9 based on data obtained from 2019 Census.

The values for the fraction of manure handled in each MMS in 1990 and in 2023 are presented in the Table 5-9.

Table 5-9: Share (%) of each Manure Management System per animal type in 1990 and 2023

Animal Type	Manure Management System	Unit	1990	1995	2000	2005	2010	2015	2020	2021	2022	2023
Dairy cows	Lagoon system	%	0.0	3.0	6.0	9.0	12.0	12.0	12.0	12.0	12.0	12.0
	Tanks/ Earthen pond	%	35.0	32.5	30.0	27.5	25.0	25.0	25.0	25.0	25.0	25.0
	Solid Storage	%	35.0	32.3	29.5	26.8	24.0	24.0	24.0	24.0	24.0	24.0
	Pasture/ range/ paddock	%	30.0	32.3	34.5	36.8	39.0	39.0	39.0	39.0	39.0	39.0
	Total	**%**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**
Non-dairy cows	Lagoon system	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tanks/ Earthen pond	%	0.0	0.3	0.5	0.8	1.0	1.0	1.0	1.0	1.0	1.0
	Solid Storage	%	0.0	1.5	3.0	4.5	6.0	6.0	6.0	6.0	6.0	6.0
	Pasture/ range/ paddock	%	100.0	98.3	96.5	94.8	93.0	93.0	93.0	93.0	93.0	93.0
	Total	**%**	100.0	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**
Other cattle	Lagoon system	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tanks/ Earthen pond	%	0.0	0.5	1.0	1.5	2.0	2.0	2.0	2.0	2.0	2.0
	Solid Storage	%	70.0	55.5	41.0	26.5	12.0	12.0	12.0	12.0	12.0	12.0
	Pasture/ range/ paddock	%	30.0	44.0	58.0	72.0	86.0	86.0	86.0	86.0	86.0	86.0
	Total	**%**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**

[24] Information received from Eng. Carlos Pereira, from the Ministry of Agriculture in 3, March 2005, and in 7, October 2009, following update.
[25] Documento nº 1/2017/GT SNIERPA Agricultura

Animal Type	Manure Management System	Unit	1990	1995	2000	2005	2010	2015	2020	2021	2022	2023
Sows	Lagoon system	%	80.0	81.3	82.5	83.8	85.0	85.0	85.0	85.0	85.0	85.0
	Tanks/ Earthen pond	%	15.0	12.8	10.5	8.3	6.0	6.0	6.0	6.0	6.0	6.0
	Solid Storage	%	3.0	2.5	2.0	1.5	1.0	1.0	1.0	1.0	1.0	1.0
	Pasture/ range/ paddock	%	2.0	3.5	5.0	6.5	8.0	8.0	8.0	8.0	8.0	8.0
	Total	**%**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**
Other swine	Lagoon system	%	80.0	81.3	82.5	83.8	85.0	85.0	85.0	85.0	85.0	85.0
	Tanks/ Earthen pond	%	15.0	13.3	11.5	9.8	8.0	8.0	8.0	8.0	8.0	8.0
	Solid Storage	%	3.0	2.8	2.5	2.3	2.0	2.0	2.0	2.0	2.0	2.0
	Pasture/ range/ paddock	%	2.0	2.8	3.5	4.3	5.0	5.0	5.0	5.0	5.0	5.0
	Total	**%**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**

Animal Type	Manure Management System	Unit	1990	1995	2000	2005	2010	2015	2020	2021	2022	2023
Ewes	Lagoon system	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tanks/ Earthen pond	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Solid Storage	%	20.0	17.3	14.5	11.8	9.0	9.0	9.0	9.0	9.0	9.0
	Pasture/ range/ paddock	%	80.0	82.8	85.5	88.3	91.0	91.0	91.0	91.0	91.0	91.0
	Total	**%**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**
Other ovine	Lagoon system	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tanks/ Earthen pond	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Solid Storage	%	20.0	17.3	14.5	11.8	9.0	9.0	9.0	9.0	9.0	9.0
	Pasture/ range/ paddock	%	80.0	82.8	85.5	88.3	91.0	91.0	91.0	91.0	91.0	91.0
	Total	**%**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**
Does	Lagoon system	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tanks/ Earthen pond	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Solid Storage	%	20.0	17.8	15.5	13.3	11.0	11.0	11.0	11.0	11.0	11.0
	Pasture/ range/ paddock	%	80.0	82.3	84.5	86.8	89.0	89.0	89.0	89.0	89.0	89.0
	Total	**%**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**
Other caprine	Lagoon system	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tanks/ Earthen pond	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Solid Storage	%	20.0	17.8	15.5	13.3	11.0	11.0	11.0	11.0	11.0	11.0
	Pasture/ range/ paddock	%	80.0	82.3	84.5	86.8	89.0	89.0	89.0	89.0	89.0	89.0
	Total	**%**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**

Animal Type	Manure Management System	Unit	1990	1995	2000	2005	2010	2015	2020	2021	2022	2023
Hens	Lagoon system	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tanks/ Earthen pond	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Solid Storage	%	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	Pasture/ range/ paddock	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	**%**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**
Broilers	Lagoon system	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tanks/ Earthen pond	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Solid Storage	%	99.9	98.9	98.0	97.0	96.0	96.0	96.0	96.0	96.0	96.0
	Pasture/ range/ paddock	%	0.1	1.1	2.1	3.0	4.0	4.0	4.0	4.0	4.0	4.0
	Total	**%**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**
Turkeys	Lagoon system	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tanks/ Earthen pond	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Solid Storage	%	100.0	100.0	100.0	99.9	99.9	99.9	99.9	99.9	99.9	99.9
	Pasture/ range/ paddock	%	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
	Total	**%**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**
Other poultry	Lagoon system	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tanks/ Earthen pond	%	0.0	2.5	5.0	7.5	10.0	10.0	10.0	10.0	10.0	10.0
	Solid Storage	%	100.0	97.5	95.0	92.5	90.0	90.0	90.0	90.0	90.0	90.0
	Pasture/ range/ paddock	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	**%**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**

Animal Type	Manure Management System	Unit	1990	1995	2000	2005	2010	2015	2020	2021	2022	2023
Rabbits	Lagoon system	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tanks/ Earthen pond	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Solid Storage	%	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	Pasture/ range/ paddock	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	**%**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**
Equidae	Lagoon system	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Tanks/ Earthen pond	%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Solid Storage	%	60.0	47.8	35.5	23.3	11.0	11.0	11.0	11.0	11.0	11.0
	Pasture/ range/ paddock	%	40.0	52.3	64.5	76.8	89.0	89.0	89.0	89.0	89.0	89.0
	Total	**%**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**

Based on the same information[26] Table 5-10 presents the proportion of N excreted on building, yard and grazing and Table 5-11 presents the proportion of housed livestock managed on liquid/slurry and solid manure systems for 1990 and 2023.

Table 5-10: Proportion of N excreted on building, yard and grazing (%)

Animal type	1990			2023		
	Building	Yard	Grazing	Building	Yard	Grazing
Dairy Cows	52.50	17.50	30.00	45.75	15.25	39.00
Non-dairy cows	0.00	0.00	100.00	6.30	0.70	93.00
Other cattle	63.00	7.00	30.00	12.60	1.40	86.00
Ewes	20.00	0.00	80.00	9.00	0.00	91.00
Other ovine	20.00	0.00	80.00	9.00	0.00	91.00
Does	20.00	0.00	80.00	11.00	0.00	89.00
Other caprine	20.00	0.00	80.00	11.00	0.00	89.00
Sows	98.00	0.00	2.00	92.00	0.00	8.00
Other Swine	98.00	0.00	2.00	95.00	0.00	5.00
Hens	100.00	0.00	0.00	100.00	0.00	0.00
Broilers	99.90	0.00	0.10	96.00	0.00	4.00
Turkeys	100.00	0.00	0.00	99.90	0.00	0.10
Other poultry	100.00	0.00	0.00	100.00	0.00	0.00
Rabbits	100.00	0.00	0.00	100.00	0.00	0.00
Equidae	60.00	0.00	40.00	11.00	0.00	89.00

Table 5-11: Proportion of housed livestock managed on liquid/slurry and solid manure systems (%)

Animal type	1990		2023	
	Liquid/slurry	Solid	Liquid/slurry	Solid
Dairy Cows	50.00	50.00	64.21	35.79
Non-dairy cows	-	-	10.32	89.68
Other cattle	0.00	100.00	10.32	89.68
Ewes	0.00	100.00	0.00	100.00
Other ovine	0.00	100.00	0.00	100.00
Does	0.00	100.00	0.00	100.00
Other caprine	0.00	100.00	0.00	100.00
Sows	96.94	3.06	98.91	1.09
Other Swine	96.94	3.06	97.89	2.11
Hens	0.00	100.00	0.00	100.00
Broilers	0.00	100.00	0.00	100.00
Turkeys	0.00	100.00	0.00	100.00
Other poultry	0.00	100.00	10.00	90.00
Rabbits	0.00	100.00	0.00	100.00
Equidae	0.00	100.00	0.00	100.00

[26] Documento n.º 1/2017/GT SNIERPA Agricultura

5.2.3.3 Other Parameters

The amounts of straw used and the N inputs from animal bedding were based on the default values of table 3.7[27] of EMEP/EEA Guidebook 2019 and are shown in Table 5-12.

Table 5-12: Average amount of straw used in animal bedding-solid manure management systems and N content of straw

Animal type	Straw (kg.hd^{-1}.yr^{-1})	N added in straw (kg.hd^{-1}.yr^{-1})
Dairy cattle	1456.89	5.83
Other cattle	290.34	1.16
Sheep & goats	30.42	0.12
Sows	563.45	2.25
Other swine	191.91	0.77
Horses & asses	269.60	1.08

Specific parameters related to NMVOC emissions estimates are presented in Table 5-13: Cattle and in Table 5-14: Other animal categories than cattle.

The values of gross energy (MJ . hd^{-1} . yr^{-1}) for cattle categories and volatile solid excretion for all other animal categories than cattle, are the same as those calculated (Tier 2) and reported in the UNFCCC inventory emissions, sources categories enteric fermentation (CRF 3A) and manure management (CRF 3Ba).

Dairy cows in Portugal are predominantly stalled with a feed diet based on maize silage (40%), and hay/straw (10%) as raw feed and compound feed (50%) in a dry matter base. Following 2023 NECD review, fraction of silage ($Frac_{silage}$) has been revised to 80%. According to the review team, fraction of silage is "the fraction of feed in dry matter during housing that is silage, out of the maximum proportion of silage possible in the feed composition" (EMEP chapter 3.B, page 29). Given that the maximum proportion of silage possible in the feed composition is assumed to be 50%, the fraction of silage is 40%/50% = 80%. For other cattle it was assumed the same $Frac_{silage}$. For all livestock categories other than cattle the $Frac_{silage}$ was considered as zero.

Table 5-13: Cattle specific parameters

	1990	1995	2000	2005	2010	2015	2020	2022	2023
Dairy cattle									
GE (MJ.hd^{-1}.yr^{-1})	82.918	83.465	96.846	105.026	109.796	112.873	115.865	116.712	118.461
$Frac_{Silage}$	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
$Frac_{Silage_Store}$	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Housed days.yr^{-1}	192	185	179	173	167	167	167	167	167
Non dairy cattle									
GE (MJ.hd^{-1}.yr^{-1})	55.221	56.213	56.388	55.025	54.810	53.151	53.509	53.447	53.343
$Frac_{Silage}$	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
$Frac_{Silage_Store}$	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Housed days.yr^{-1}	77	66	50	40	30	30	30	29	29

[27] Page 25 of Chapter 3B Manure Management

Table 5-14: All animal categories other than cattle. specific parameters

	1990	1995	2000	2005	2010	2015	2020	2022	2023
Sows									
VS (kg dm.hd^{-1}.yr^{-1})	230.62	232.95	233.82	211.33	212.77	219.17	219.54	221.30	221.96
Housed days.yr^{-1}	358	352	347	341	336	336	336	336	336
Other swine									
VS (kg dm.hd^{-1}.yr^{-1})	83.47	82.81	82.32	83.70	83.25	80.93	80.14	79.82	78.75
Housed days.yr^{-1}	358	355	352	349	347	347	347	347	347
Sheep									
VS (kg dm.hd^{-1}.yr^{-1})	183.36	186.65	184.03	174.91	174.45	178.78	183.54	185.36	186.18
Housed days.yr^{-1}	73	63	53	43	33	33	33	33	33
Goats									
VS (kg dm.hd^{-1}.yr^{-1})	170.48	168.62	169.66	174.68	174.74	176.33	177.22	176.74	176.41
Housed days.yr^{-1}	73	65	57	48	40	40	40	40	40
Horses									
VS (kg dm.hd^{-1}.yr^{-1})	627.80	627.80	627.80	627.80	627.80	627.80	627.80	627.80	627.80
Housed days.yr^{-1}	219	174	130	85	40	40	40	40	40
Mules & asses									
VS (kg dm.hd^{-1}.yr^{-1})	343.10	343.10	343.10	343.10	343.10	343.10	343.10	343.10	343.10
Housed days.yr^{-1}	219	174	130	85	40	40	40	40	40
Hens									
VS (kg dm.hd^{-1}.yr^{-1})	14.99	14.99	15.02	14.99	14.99	14.99	15.00	15.00	15.00
Housed days.yr^{-1}	365	365	365	365	365	365	365	365	365
Broilers									
VS (kg dm.hd^{-1}.yr^{-1})	6.63	6.63	6.63	6.63	6.63	6.63	6.63	6.63	6.63
Housed days.yr^{-1}	365	361	358	354	350	350	350	350	350
Turkeys									
VS (kg dm.hd^{-1}.yr^{-1})	29.28	29.28	29.28	29.28	29.28	29.28	29.28	29.28	29.28
Housed days.yr^{-1}	365	365	365	365	365	365	365	365	365
Other poultry									
VS (kg dm.hd^{-1}.yr^{-1})	14.76	14.76	14.76	14.76	14.76	14.76	14.76	14.76	14.76
Housed days.yr^{-1}	365	365	365	365	365	365	365	365	365
Rabbits*									
VS (kg dm.hd^{-1}.yr^{-1})	52.79	52.79	52.79	52.79	52.79	52.79	52.79	52.79	52.79
Housed days.yr^{-1}	365	365	365	365	365	365	365	365	365
* per female cage									

Also relevant to the calculation of NMVOC emissions from manure store and manure application, are the estimated NH_3 emissions (tier 2) from livestock housing, manure store and manure application, which are presented, for all animal categories, in the table D-3 of the ANNEX D: Agriculture.

5.2.4 Emission Factors

The emission factors used to estimate **ammonia emissions** from manure management were obtained from table 3.9[28] of EMEP/EEA Guidebook 2019, summarized in the Table 5-15.

Ammonia emissions following manure application and from grazing animals are calculated in this source category but reported in the agricultural soils source category (3D).

Table 5-15: Emission factors used for calculation of the NH_3-N emissions from manure management. EF as proportion of TAN (volatilization rates)

Animal type	Manure type	EF housing	EF yard	EF storage	EF application	EF grazing
Dairy cattle	Slurry	0.24	0.30	0.25	0.55	0.14
	Solid	0.08		0.32	0.68	
Other cattle	Slurry	0.24	0.53	0.25	0.55	0.14
	Solid	0.08		0.32	0.68	
Sows	Slurry	0.35	-	0.11	0.29	0.31
	Solid	0.24		0.29	0.45	
Other swine	Slurry	0.27	0.53	0.11	0.40	0.20#
	Solid	0.23		0.29	0.45	
Sheep & Goats	Solid	0.22	0.75	0.32	0.90	0.09
Horses & Asses	Solid	0.22	-	0.35	0.90	0.35
Hens	Slurry	0.41	-	0.14	0.69	-
	Solid	0.20		0.08	0.45	
Broilers	Solid	0.21	-	0.3	0.38	-
Turkeys	Solid	0.35	-	0.24	0.54	-
Other poultry	Solid	0.24 - 0.57	-	0.16 - 0.24	0.45 - 0.54	-
Rabbits*	Solid	0.21	-	0.3	0.38	-
*Not available, assumed the same EFs for broilers; # IPCC 2006 table 11.3						

Emission factors used to estimate **nitric oxide emissions** from manure management were obtained from table 3.10[29] of EMEP/EEA Guidebook 2019, as in Table 5-16.

Table 5-16: Emission factors to calculate the NO-N emissions from manure management. EF as proportion of TAN

	EF storage	
	Slurry	**Solid**
EF NO-N	0.0001	0.0100
EF N_2-N	0.0030	0.3000

In a consistent way the storage N_2O-N emission factors derivate (kg N/kg TAN) from the ones that were used in the UNFCCC emission inventory. For the same reason the N fraction leached from solid storage of manure also used in the UNFCCC emission inventory was inserted in the N-flow calculations (step 10)[30].

The N_2 storage emissions were also calculated using the emission factors of the same table 3.10 of the EMEP/EEA Guidebook 2019, above in Table 5-16.

Emission factors used to estimate **NMVOC emissions** from this source category were those of the EMEP/EEA Guidebook 2019, table 3.11[31] for cattle, as in Table 5-17, and table 3.12[32] for all other animal categories than cattle, as in Table 5-18.

[28] Page 31, chapter 3B-Manure management
[29] Page 32, chapter 3B-Manure management
[30] Page 26, chapter 3B-Manure management of the EMEP/EEA Guidebook 2019
[31] Page 32, chapter 3B-Manure management
[32] Page 33, chapter 3B-Manure management

There are no available NMVOC emission factors for manure stored and for manure applications to soil. Emissions from these two sources are estimated as fraction of those from livestock housing, as recommended by the methodology of the EMEP/EEA Guidebook 2019[33]. The fraction is assumed to be the same ratio as for NH_3 emission (equations 52 and 53 for cattle categories; equations 58 and 59 for all livestock categories other than cattle).

NMVOC emissions following manure application and from grazing animals are calculated in this source category but reported in the agricultural soils source category (3D).

Table 5-17: NMVOC emission factors for cattle (kg NMVOC.MJ feed intake^{-1})

Animal type	EF silage feed	EF house	EF grazing
Dairy cattle	0.0002002	0.0000353	0.0000069
Other cattle	0.0002002	0.0000353	0.0000069

Table 5-18: NMVOC emission factors for all other animal categories other than cattle (kg NMVOC.kg VS excreted^{-1})

Animal type	EF silage feed	EF house	EF grazing
Sows	-	0.00170300	-
Other swine	-	0.00704200	-
Sheep & Goats	0.01076000	0.00161400	0.00002349
Horses & Asses	0.01076000	0.00161400	0.00002349
Hens	-	0.00568400	-
Broilers	-	0.00914700	-
Turkeys	-	0.00568400	-
Other poultry	-	0.00568400	-
Rabbits	-	0.00161400	-

Emission factors used to estimate **particulate emissions** from animal husbandry were the default Tier 1 values from table 3.5[34] of EMEP/EEA Guidebook 2019.

5.2.5 Uncertainties

To be provided in the future.

5.2.6 QA/QC and verification

For this source category QA/QC procedures were focused in the livestock data obtained from INE. Two quality assessments of livestock numbers were produced:

- Comparison between data from Agricultural General Census (every 10 year) and data from Farm Structure Survey (every two or three years) concerning horses, mules & asses, poultry and rabbits to check any outliers;
- Comparison between livestock data obtained from INE and FAO numbers for cattle, sheep, goats and swine population.

Livestock numbers used in the inventory, as collected from National Statistics, were compared to FAO livestock numbers for years 1990-2023 and the results are presented in the Figure 5-7 for cattle, swine and sheep.

[33] Pages 28 to 30, chapter 3B-Manure management
[34] Page 19 , chapter 3B-Manure management

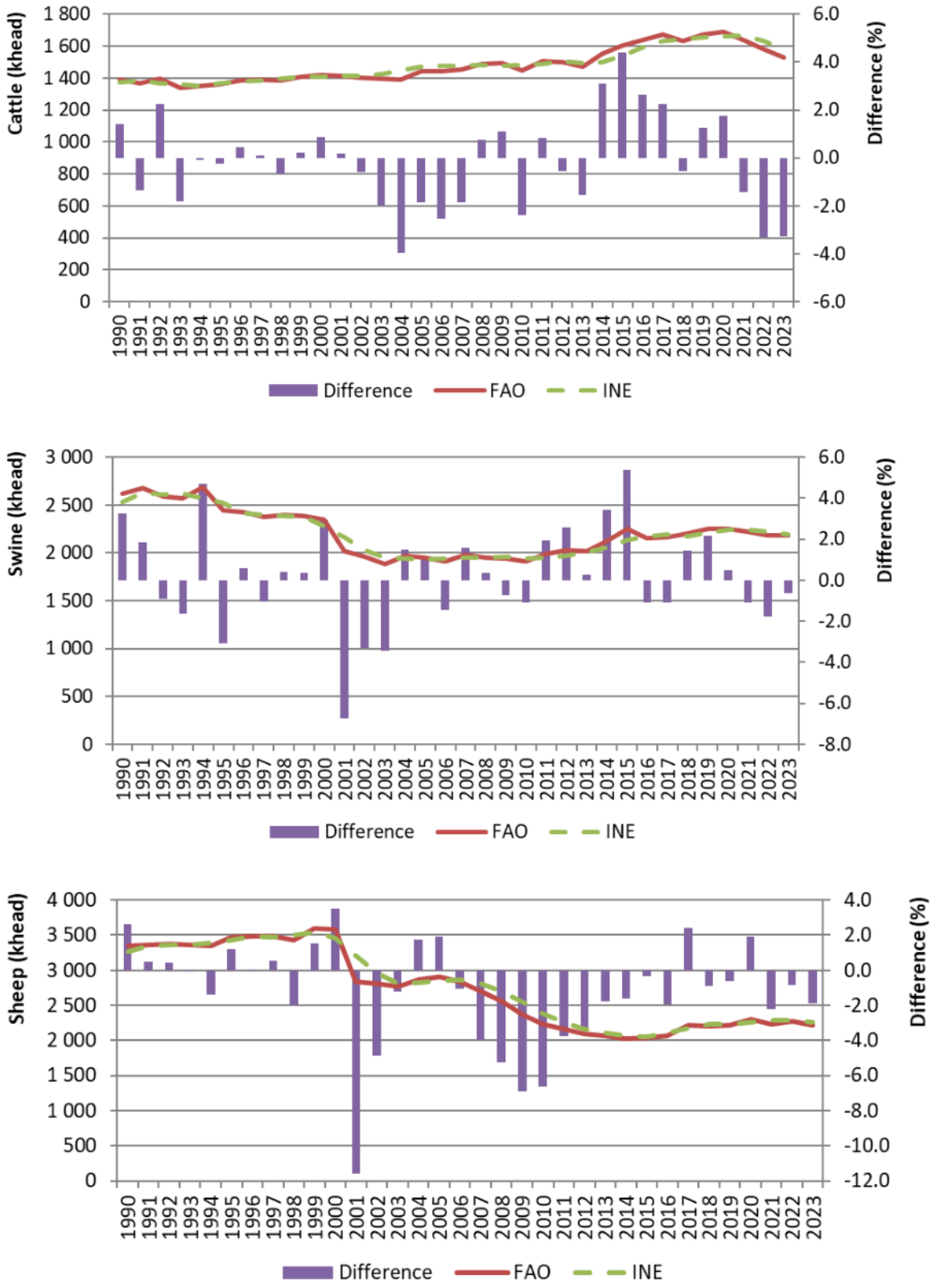


Figure 5-7: Livestock numbers: comparison between National Statistics and FAO database

FAO and INE livestock numbers have some differences, particularly relevant in the period 2001-2015 for sheep.

QA/QC also included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

5.2.7 Recalculations

Minor recalculations occurred between submissions due to:

- Dairy cattle livestock numbers update in 2022;
- Poultry (Broilers) livestock numbers update in 2022;
- Update of the "Volatilized N from agricultural inputs of N" and "Leaching and run off" activity data from 2020 onwards.

Other minor corrections were done as a result of internal QA/QC procedures which had no significant impact.

5.2.8 Further improvements

It is planned to continue the improvement of the characterization of the manure management systems framed by the new national law[35] related with livestock farming. Further efforts will be done to obtain more detailed information exploring new sources of information.

[35] Decree-Law nº 81/2013

5.3 Crop Production and Agricultural Soils (NFR 3D)

For the source category 3D, the Portuguese inventory includes emission estimates of the pollutants recommended in EMEP/EEA, Guidebook 2019: NH_3, NOx[36], NMVOC and $PM_{2.5}$. Results are summarized in Table 5-19.

Table 5-19: Emissions from Crop Production and Agricultural Soils (NFR 3D), kt

Pollutant	1990	2005	2020	2022	2023	Δ (2023-2022)	Δ (2023-2005)	Δ (2023-1990)	Importance in Agriculture emissions from PT in 2023
	Kt					%			
NH_3									
Portugal	30.13	27.44	28.61	26.45	27.20	2.85%	-0.88%	-9.73%	52.69%
Mainland	27.29	23.75	24.35	22.26	22.99	3.28%	-3.18%	-15.75%	51.20%
NO_X									
Portugal	10.93	9.00	9.68	8.22	8.93	8.58%	-0.85%	-18.31%	89.88%
Mainland	10.26	8.24	8.85	7.43	8.14	9.52%	-1.17%	-20.64%	89.64%
NMVOC									
Portugal	5.65	4.55	5.19	5.26	5.25	-0.20%	15.36%	-7.16%	26.91%
Mainland	4.92	3.66	4.01	4.06	4.02	-0.81%	9.96%	-18.28%	24.58%
$PM_{2.5}$									
Portugal	0.06	0.04	0.02	0.02	0.02	-3.51%	-54.28%	-74.10%	1.68%
Mainland	0.06	0.03	0.02	0.02	0.02	-3.51%	-54.16%	-74.11%	1.71%

Table 5-20: Pollutant emitted by sub sources of category 3D

NFR code	Source	Pollutant emissions
3Da1	Synthetic N_fertilizers	NH_3; NOx
3Da2a	Animal manure applied to soil	NH_3; NOx; NMVOC
3Da2b	Other organic fertilizer applied to soil	NH_3; NOx
3Da3	Urine and dung deposited by grazing animals	NH_3; NMVOC
3De	Cultivated crops	NMVOC
3Dc	Farm level agricultural operations	$PM_{2.5}$; PM_{10}; TSP

Detailed information about methods, activity data and emission factors used are given in each sub source category chapter.

[36] Reported as NO_2

5.3.1 Synthetic N_fertilizers (NFR 3Da1)

5.3.1.1 Methodology

The **ammonia emissions** estimates from synthetic N_fertilizers are based on the tier 2 methodology of the EMEP/EEA Guidebook 2019, which provides different emission factors by type of fertilizer and emission region (table 3.2 of chapter 3D – Crop production and agricultural soils), considering the soil pH and the climate zone as defined in table 10.14[37] of IPCC 2006.

Figure 5-8: Climate regions presentation

[37] Volume 4, chapter 10, page 10.38

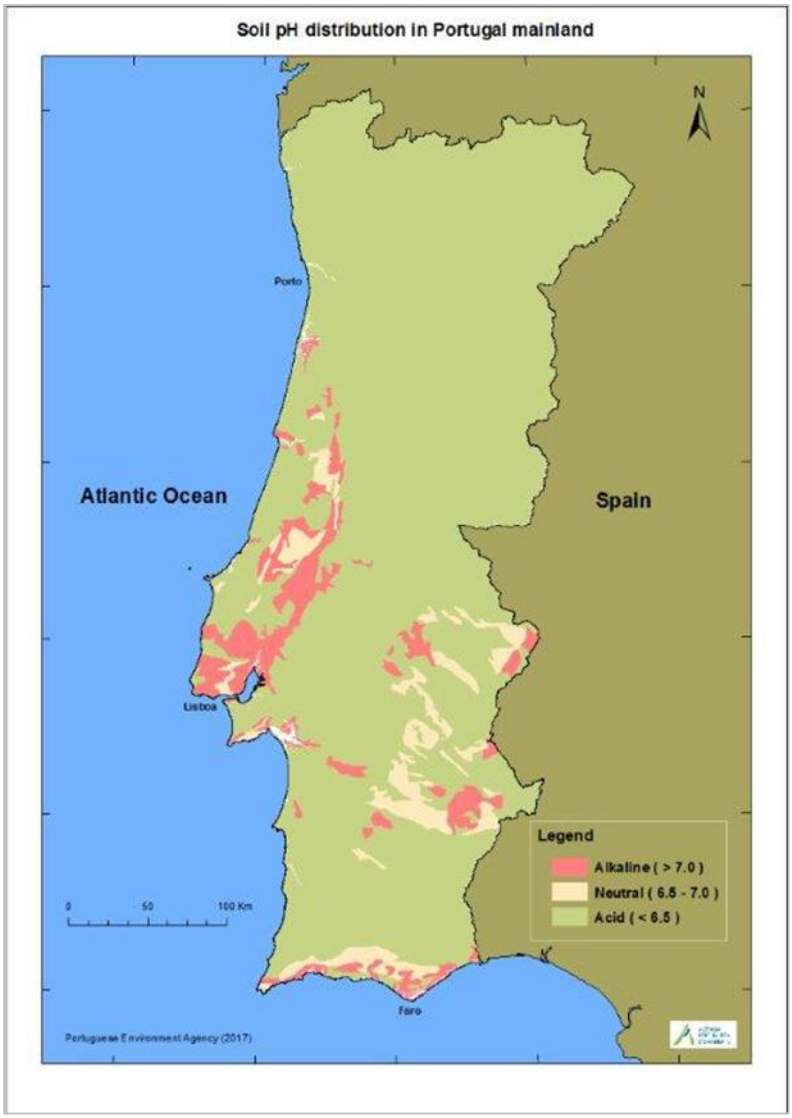


Figure 5-9: Alkaline, Neutral and Acid soils representation at Portugal mainland

The proportion of the agricultural land in the different emissions regions that result from the combination of the areas within each climate zone (cool and temperate) in which the soil pH is above (high) or below[38] 7.0 (normal) is presented in the Table 5-21.

Table 5-21: Proportion (%) of the agricultural land in each emission region

Emission regions Description	Code	Agricultural land (%)
Normal Cool	NC	37.73
Normal temperate	NT	31.28
High Cool	HC	3.31
High Temperate	HT	27.68

The amount of each N fertilizer type applied in each emission region was estimate through the equation (3)[39], of tier 2 methodology of the EMEP/EEA Guidebook 2019, chapter 3D – Crop production and agricultural soils. In Table 5-22 are presented the calculation results for the year 2023.

[38] Below or equal 7.0. Includes Neutral and Acid soils
[39] Page 14, chapter 3D Crop production and agricultural soils

Table 5-22: Nitrogen amount (kt.yr^{-1}) by type of fertilizer and emission region in 2023

Type of fertilizer	Emission regions			
	NC	NT	HC	HT
Ammonium nitrate (AN)	0.15	0.10	0.01	0.10
Ammonium phosphate (MAP & DAP)	0.35	0.24	0.02	0.24
Ammonium sulfate (AS)	0.36	0.25	0.02	0.25
Calcium ammonia nitrate (CAN)	8.89	6.02	0.45	6.20
Urea	5.72	3.87	0.29	3.99
Other NP & NPK	11.45	7.75	0.59	7.98
Other N	15.62	10.57	0.80	10.88
Total	42.55	28.80	2.17	29.65

The **nitric oxide emissions** estimates from inorganic N-fertilizers application were calculated with a Tier 1 method (no Tier 2 available). Nitric oxide emissions from this source category were obtained with the amount of the N content of the fertilizer multiplied by the default emission factor.

5.3.1.2 Activity data

There are no available records of statistical information concerning the annual quantity of nitrogen used to agricultural soils or even available statistical information concerning sales of inorganic N fertilizers. However, following the need to respond to other communitarian and international requests, such as the calculation of Agri-environmental Indicators "Nitrogen Balance" and "Fertilizer Consumption" for the EUROSTAT and OECD, the National Statistical Institute, in collaboration with the Laboratório Químico Agrícola Rebelo da Silva[40] and ADP[41], having found the same lack of available data, produced a methodology (INE,2004) that estimates the Apparent Consumption of Fertilizers in the Agriculture activity (ACFA) by a simple mass balance, from national production[42] and international market information data. The fertilizer consumption data reported by INE are obtained by the following methodology:

Equation 5-1: Annual Consumption of inorganic N fertilizers

$$Consumption_{(f)} = Production_{(f)} + Import_{(f)} - Export_{(f)}$$

Where:

$Consumption_{(f)}$: annual consumption in Portugal of inorganic N fertilizer f (t N.yr^{-1})

$Production_{(f)}$: annual production in industrial plants in Portugal of inorganic N fertilizer f (t N.yr^{-1})

$Import_{(f)}$: annual imports in Portugal of inorganic N fertilizer f (t N.yr^{-1})

$Export_{(f)}$: annual exports in Portugal of Nitrogen inorganic N fertilizer f (t N.yr^{-1})

Two simplifications were made: (1) Only inorganic fertilizers were considered; (2) The effect of losses and stock variation was not accounted. According to INE (2004) these factors have no significant influence in the outcome. Another important note is that fertilizers use determined by INE includes fertilizers for agriculture and forestry use.

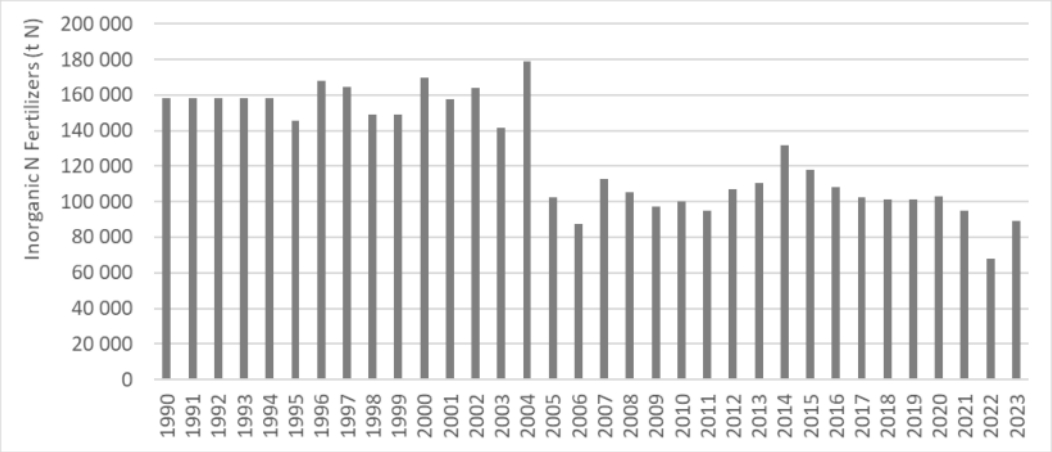
The ACFA time series data produced by INE is only available from 1995, not covering the inventory base year (1990). Given the fact that there is not a clear trend in the available time-series, the average quantity of inorganic fertilizers in the period 1995-2002, (158 500 t N.yr^{-1}) was applied for all lacking years (1990-1994).

[40] Laboratório Químico Agrícola Rebelo da Silva is a public laboratory, under the Ministry of Agriculture, and proceeds to soil, plant and fertilizer analysis.Presently integrated in the National Institute for Agriculture and Veterinary Research (INIAV).
[41] ADP, Adubos de Portugal, S.A., is the main producer of fertilizers in Portugal, and responsible for about 75% of fertilizer sales (INE,2004)
[42] IAPI – Annual Survey of Industrial Production made by INE to the Manufacturing Industry.

The available time series is presented in the next figure. It shows a period until 2002 with a higher consumption of inorganic fertilizers and then a sharp decrease in 2003 closely linked with the significant change, at that time, of the direct support schemes under the common agricultural policy (Council Regulation (EC) nº 1782/2003). The annual fluctuations are due to the different climatic conditions occurring each year, which may constrain production management decisions, for example carrying out the sowing of some crops.

The sharp decrease in the application of inorganic N fertilizers in soils in 2023 is due to:

- Decreases in production resulting from drought.
- Unfavourable weather conditions.
- Increase of the prices of the means of production.



Source INE, 1995-2022; simple average value 1990-1994

Figure 5-10: Use of inorganic N fertilizers (t N.yr^{-1})

The complete time series of the annual consumption of the N-fertilizers type is included in the ANNEX D: Agriculture. Table 5-23 presents the same activity data only for a few years of the time series.

In a consistent way the same activity data were used for UNFCCC and for UNECE/CLRTAP emission inventory.

Table 5-23: Nitrogen amount (kt.yr^{-1}) by type of fertilizer

Type of fertilizer	1990	1995	2000	2005	2010	2015	2020	2022	2023
Ammonium nitrate (AN)	0.00	0.00	0.00	0.00	4.01	0.67	0.36	2.27	0.97
Ammonium phosphate (MAP & DAP)	13.28	16.75	11.83	0.00	0.54	0.58	0.85	1.93	0.84
Ammonium sulfate (AS)	17.72	25.40	14.47	10.30	3.06	1.80	0.88	0.09	0.90
Calcium ammonium nitrate (CAN)	46.13	40.67	45.72	29.68	34.99	17.89	21.56	9.85	14.96
Urea	13.35	7.06	20.52	11.85	13.85	30.52	13.88	4.06	5.43
Other NP & NPK	49.54	40.76	57.74	39.94	24.90	27.97	27.78	25.07	34.81
Other N	18.49	15.18	19.72	10.90	18.90	38.48	37.87	24.77	31.27
Total	158.50	145.82	170.01	102.66	100.25	117.91	103.17	68.04	89.19

5.3.1.3 Emission Factors

The emission factors used to **estimate ammonia emissions** from synthetic N-fertilizers were obtained from table 3.2 of the EMEP/EEA Guidebook 2019, of chapter 3D – Crop production and agricultural soils, and are presented in Table 5-24.

Table 5-24: NH_3 emission factors (kg NH_3. kg N applied^{-1})

Type of fertilizer	Emission regions			
	NC	NT	HC	HT
Ammonium nitrate (AN)	0.015	0.016	0.032	0.033
Ammonium phosphate (MAP & DAP)	0.050	0.051	0.091	0.094
Ammonium sulfate (AS)	0.090	0.092	0.165	0.170
Calcium ammonium nitrate (CAN)	0.008	0.008	0.017	0.017
Urea	0.155	0.159	0.164	0.168
Other NP & NPK	0.050	0.067	0.091	0.094
Other N	0.010	0.014	0.019	0.020

The emission factor used to estimate **nitric oxide emissions** from synthetic N-fertilizers was the default value of 0.04 kg NO_2. kg N applied^{-1} (table 3.1 of the EMEP/EEA Guidebook 2019, chapter 3D - Crop production and agricultural soils).

5.3.1.4 Uncertainties

To be provided in the future.

5.3.1.5 QA/QC and verification

The QA/QC procedures applied in this source category comprehend a comparison between inventory data produced by National Statistical Authority (INE) and the databases of FAO (http://www.fao.org/faostat/en/#data/RFN) and of IFA[43] (https://www.ifastat.org/databases/plant-nutrition) for the period 2002 – 2020. For previous years (1990-2001) FAO database archive has no data registers. In both databases (FAO and IFA) 2021 is the last year available. Comparison results are shown in the figure below.

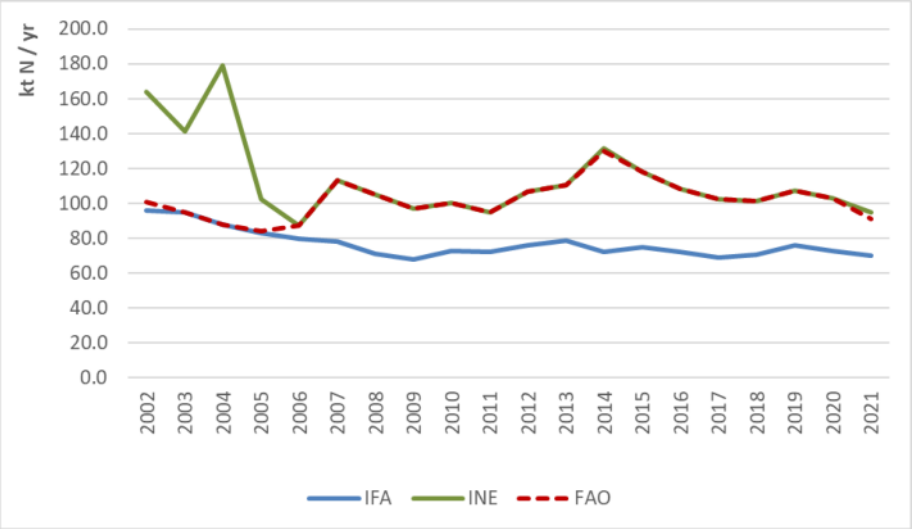


Figure 5-11: Data bases comparison of inorganic N fertilizers (t N.yr^{-1})

FAO and INE series agree quite well from 2006 onwards. IFA data are lower than INE ones because IFA consumption statistics, follow the IFA definition "*relate, to the extent possible, to real consumption*" and not the apparent consumption concept. The restriction access to detailed information about the construction of IFA data set prevented a further understanding of these statistics, namely how "*real consumption*" values were produced, for instance if consumption in forestry areas is accounted.

[43] International Fertilizers Association

Until this issue is completely clarified we decided to keep INE statistics on apparent consumption to estimate emissions from synthetic fertilizers in a conservative approach.

Nevertheless, we underline that both series trends show a decrease in fertilizer consumption when comparing with base year, 1990.

QA/QC also included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

5.3.1.6 Recalculations

Minor recalculations occurred due to:

- update of the "Volatilized N from agricultural inputs of N" and "Leaching and run off" activity data from 2020 onwards;
- update of 2019 and 2021-2022 CAN activity data.

5.3.1.7 Further improvements

No planned further improvements.

5.3.2 Animal manure applied to soil (NFR 3Da2a)

5.3.2.1 Methodology and activity data

NH_3, NO_X and NMVOC emissions from animal manure applied to soil were calculated using the same methodologies and activity data described for the source category 3B - Manure management, as it was already highlighted there.

5.3.2.2 Emission factors

The **NH_3 emission factors** used for manure applied to soil were the ones referred in Table 5-15 of this Report – EF application - for each animal type.

The **emission factor** used to estimate **NO_X** emissions from manure applied to soil was the default value of 0.04 kg NO_2. kg N applied (table 3.1 of the EMEP/EEA Guidebook 2019, of the chapter 3D – crop production and agricultural soils).

There are no available **NMVOC emission factors** for manure stored and manure applications to soil. Emissions from these two sources are estimated as fraction of those from livestock housing, as recommended by the methodology of the EMEP/EEA Guidebook 2019, pages 28-30, chapter 3B – Manure Management. The fraction is assumed to be the same ratio as for NH_3 emission (Chapter 3B - equations 52 and 53[44] for cattle categories; equations 58 and 59[45] for all livestock categories other than cattle).

5.3.2.3 Uncertainties

To be provided in the future.

5.3.2.4 Recalculations

Changes between submissions are due to the:

- Dairy cattle livestock numbers update in 2022;
- Poultry (Broilers) livestock numbers update in 2022;
- update of the "Volatilized N from agricultural inputs of N" and "Leaching and run off" activity data from 2020 onwards.

5.3.2.5 Further improvements

As referred in the sources category NFR 3B - manure management, it is planned to continue the improvement of the characterization of the manure management systems framed by the new national law[46] related with livestock farming. Further efforts will be done to obtain more detailed information exploring new sources of information. It is likely that the possible outcome will also have impact in the emissions from manure applied to soil.

[44] Page 29
[45] Page 30
[46] Decree-Law nº 81/2013

5.3.3 Sewage sludge applied to soils (NFR 3Da2b)

5.3.3.1 Methodology

NH_3 emissions from sewage sludge applied to soils (Emi_{NH3}) was estimated by:

Equation 5-2: NH_3 emissions from sewage sludge applied to soils

$$Emi_{NH3} = SS * NSSF * EFss$$

Where:

SS: quantity of sewage sludge spread on agricultural lands (ton.yr-1)

NSSF: nitrogen fraction of sewage sludge (% of dry solids)

EFss: NH_3 emission factor for sewage sludge (kg NH_3 . Kg N applied^{-1})

5.3.3.2 Emission factors

The **emission factor** used to estimate **ammonia** emissions is from table 3.1 of the EMEP/EEA Guidebook 2019, chapter 3D – crop production and agricultural soils, 0.13 kg NH_3 . Kg N applied^{-1} to soil from sewage sludge.

NO_X emissions from sewage sludge application were estimate with the tier 1 methodology which consists by multiplying the N amount of sewage sludge applied to soil (SS * NSSF) by the **emission factor** of 0.04 kg NO_2. kg N applied^{-1} to soil from sewage sludge. The NO_X emission factor is from table 3.1 and Annexe A2 (A2.3) of EMEP/EEA Guidebook 2019, chapter 3D – crop production and agricultural soils.

5.3.3.3 Activity data

The quantities of sewage sludge applied as soil amendment refer to data reported under the EU Directive 86/278/EEC on sewage sludge. Data for the latest years are considered to have a higher level of certainty and refer to data collected under Decree-Law n.º 276/2009 which establishes the use of sewage sludge on agricultural soils, transposing for the internal legal order the EU Directive no. 86/278/EEC, of 12 June. Data on the agriculture use of sludge under this legal provision is collected by the DRAPs (Regional Directorates for Agriculture and Fisheries) and are annually reported to the APA (Waste Department).

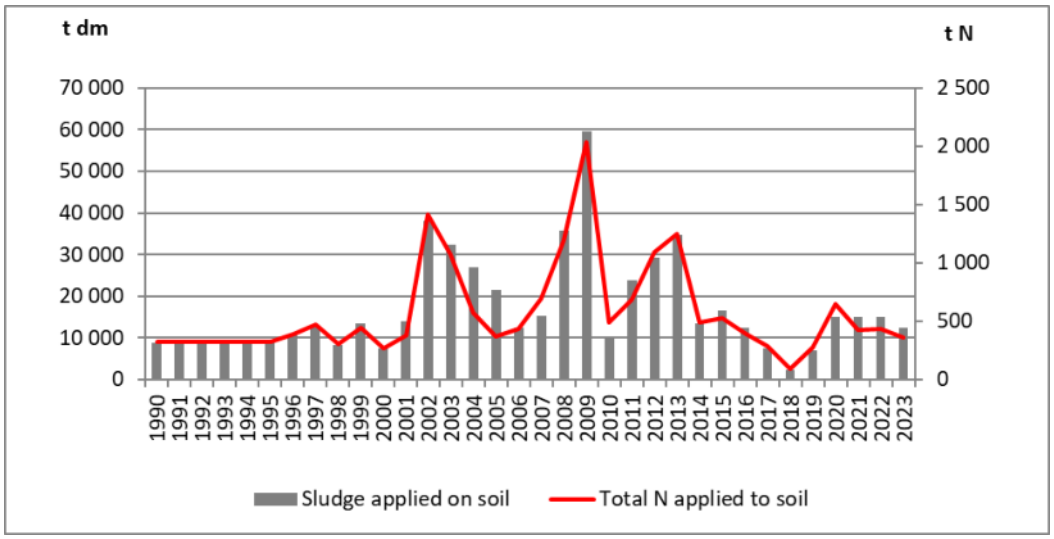


Figure 5-12: Application of sewage sludge (t dm.yr^{-1}) and quantities of N (t N) applied in agriculture soils

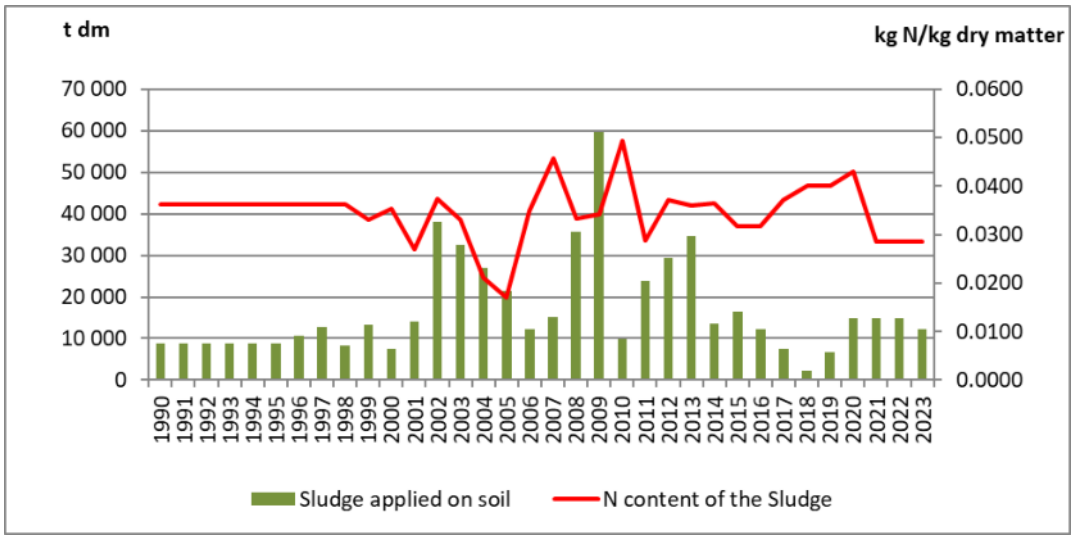


Figure 5-13: Application of sewage sludge (t dm.yr^{-1}) and N content of the Sludge (kg N.kg^{-1} dry matter)

The total amount of N applied to soil has a sharp decrease in 2021, mainly due to a decrease in N content of the sludge (from 0.0431 kg N.kg^{-1} dry matter in 2020 to 0.0287 kg N.kg^{-1} dry matter in 2021). In 2023 the N content of the sludge is similar to the one verified in 2022 and the total amount of N applied to soil as a slight decrease.

5.3.3.4 Uncertainties

To be provided in the future.

5.3.3.5 Recalculations

No recalculations were made.

5.3.3.6 Further improvements

No planned further improvements.

5.3.4 Compost from municipal solid waste applied to soil (NFR 3Da2c)

5.3.4.1 Methodology

NH_3 emissions from MSW compost applied to soils ($EmiNH_3$) was estimated by:

Equation 5-3: NH_3 emissions from MSW compost applied to soils

$$Emi_{NH3} = MSW * NMSWF * EF_{MSW}$$

Where:

MSW: quantity of compost from Municipal Solid Waste spread on agricultural lands (ton.yr^{-1})

NMSWF: nitrogen fraction of compost (%)

EF_{MSW}: NH_3 emission factor for MSW compost (kg NH_3.Kg N $applied^{-1}$)

5.3.4.2 Activity data

The compost resulting from biological treatment of municipal solid waste (MSW) was only recognized as a fertilizer from June 2015 (Decree Law 103/2015, updated by Decree Law 9/2021). The decree established quality standards and control measures including the monitoring of the compost applied to agricultural soils. These provisions are now applied under Decree-Law 30/2022 (repealing Decree Law 103/2015), which establishes the rules to be followed by the placing on the market of fertilizer materials, ensuring the fulfilment of the obligations arising from the Regulation (EC) 2003/2003 and Regulation (EU) 2019/1009. Therefore, the accounting of this type of N amendment begins in 2015 and emissions, NH_3 and NO_X, are estimated since then.

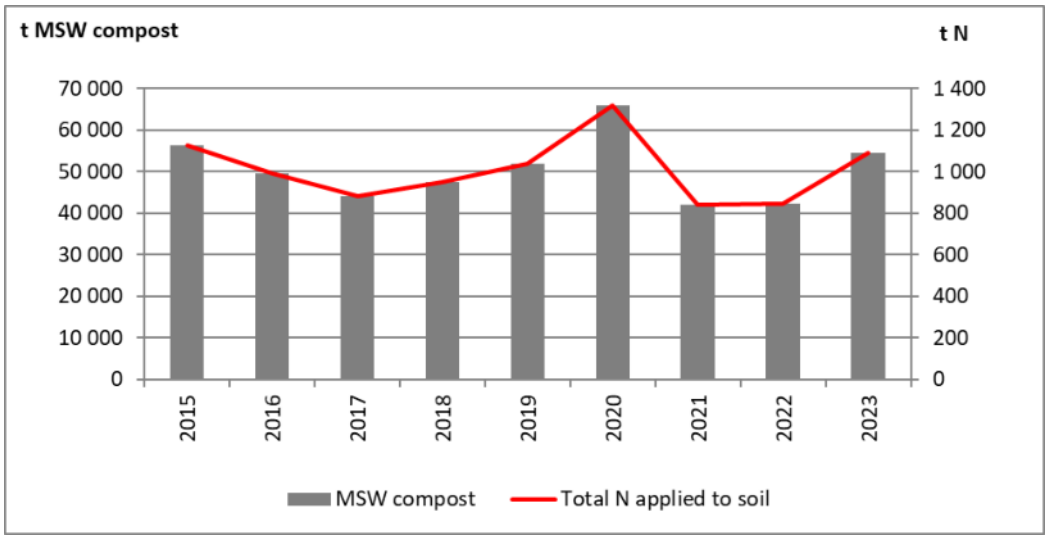


Figure 5-14: Application of Municipal Solid Waste (MSW) Compost (t MSW compost.yr^{-1}) and quantities of N (t N) applied in agriculture soils

In 2023 a total amount of 54524 t of MSW compost was applied to agricultural soils which corresponds to the N amount application of 1090 t.

5.3.4.3 Emission Factors

The **emission factor** used to estimate **ammonia** emissions is from table 3.1 of EMEP/EEA Guidebook 2019, of chapter 3D – Crop production and agricultural soils and is equal to 0.08 kg NH_3. Kg N $applied^{-1}$to soil from MSW compost.

NO_X emissions from MSW compost application were estimate with the tier 1 methodology, which consists by multiplying the N amount of compost applied to soil (MSW * NMSWF) by the **emission factor** of 0.04 kg NO_2. kg N $applied^{-1}$ to soil from compost. The NO_X emission factor is from table 3-1 of EMEP/EEA Guidebook 2019, chapter 3D – crop production and agricultural soils.

5.3.4.4 Uncertainties

To be provided in the future.

5.3.4.5 Recalculations

No recalculations were made.

5.3.4.6 Further improvements

No planned further improvements.

5.3.5 Urine and dung deposited by grazing animals (NFR 3Da3)

5.3.5.1 Methodology and activity data

NH_3, NO_X and NMVOC emissions from urine and dung deposited by grazing animals were calculated using the same methodologies and activity data described for the source category 3B - Manure Management as it was already highlighted there.

5.3.5.2 Emission factors

The **NH_3 emission factors** used for urine and dung deposited by grazing animals were the ones referred in Table 5-15 of this Report – EF grazing - for each animal type.

The **NMVOC emission factors** for urine and dung deposited by grazing animals were the ones referred in Table 5-17 and Table 5-18 of this Report – EF grazing - for each animal type.

The **emission factor** used to estimate **nitric oxide** emissions from N returned to soil from urine and dung deposited on soils by grazing animals was the default value of 0.04 kg NO_2. kg N $applied^{-1}$ (table 3.1 of EMEP/EEA Guidebook 2019, chapter 3D- Crop production and agricultural soils).

5.3.5.3 Uncertainties

To be provided in the future.

5.3.5.4 Recalculations

For more detailed information please check 5.2.7.

5.3.5.5 Further improvements

As referred in the sources category NFR 3B - manure management, it is planned to continue the improvement of the characterization of the manure management systems framed by the new national law[47] related with livestock farming. Further efforts will be done to obtain more detailed information exploring new sources of information. It is likely that the possible outcome will also have impact in the emissions from urine and dung deposited on pasture, range and paddock by grazing animals.

[47] Decree-Law nº 81/2013

5.3.6 Cultivated crops and farm level agricultural operations (NFR 3De)

In this source category the Portuguese inventory includes the NMVOC emissions estimates from crop process and $PM_{2.5}$, PM_{10} and TSP emissions estimates from soil cultivation and crop harvesting.

5.3.6.1 Methodology and activity data

5.3.6.1.1 $PM_{2.5}$, PM_{10} and TSP

It was used a Tier 1 methodology (EMEP/EEA Guidebook 2019).

Equation 5-4: Emissions from cultivated crops

$$Emi_{pollutant} = AR_{area} * EF_{pollutant}$$

Where:

$Emi_{pollutant}$: amount of pollutant emitted (kg)

AR_{area}: area covered by crop (ha)

$EF_{pollutant}$: emission factor of pollutant ($kg.ha^{-1}$)

The same activity data was considered for TSP, PM_{10} and $PM_{2.5}$ emissions estimates, i.e, the crop area covered with grain cereals and forage (hay) which are presented in the table below.

Table 5-25: Crop area (ha)

	1990	1995	2000	2005	2010	2015	2020	2022	2023
Crop area (ha)	1 048 641	865 276	742 494	593 994	475 618	369 644	302 508	281 439	271 559

It was used a Tier 2 methodology (EMEP/EEA Guidebook 2019) for wheat, rye and grass. For other crops it was considered a Tier 1 methodology.

Equation 5-5: Tier 2 methodology: wheat, rye and grass

$$NMVOC_{emissions} = \left(NMVOC_{EF} \times f_{emitting} \times 365 \times 24\right) \times Crop_{Yeld}$$

Where:

$NMVOC_{emissions}$: Emissions of NMVOC (t)

$NMVOC_{EF}$: NMVOC emission factors (kg NMVOC. Kg DM^{-1}. hours. $year^{-1}$)

$f_{emitting}$: fraction of the year each crop is emitting (adimensional)

$Crop_{Yeld}$: Crop Yeld of each culture (kg dry matter. ha^{-1})

Equation 5-6: Crop Yeld estimate

$$Crop_{Yeld} = \frac{Harvested_{amount} \times Dry\ Matter_{content}}{Crop_{area}} \times 1000$$

Where:

$Crop_{Yeld}$: Crop Yeld of each culture (kg dry matter. ha^{-1})

$Harvested_{amount}$: Harvested amounts of each crop (t)

$Dry\ Matter_{content}$: Dry matter content of each crop (kg dry matter. kg $harvested^{-1}$)

$Crop_{area}$: Crop area of each culture (ha)

Table 5-26: Harvested amounts of each crop (t)[48]

Crop	Unit	1990	1995	2000	2005	2010	2015	2020	2022	2023
Wheat	t	510 519	409 404	286 821	207 992	82 577	80 393	80 683	59 830	33 503
Rye	t	98 612	51 326	42 088	23 605	17 553	15 494	17 155	13 087	11 327
Grass	t	2 570 000	1 886 667	1 840 000	1 806 667	1 640 000	2 197 555	2 018 259	1 733 231	1 586 188

Table 5-27: Crop areas of each crop (ha)[49]

Crop	Unit	1990	1995	2000	2005	2010	2015	2020	2022	2023
Wheat	ha	274 756	243 793	210 006	138 267	57 727	39 736	30 139	31 046	24 742
Rye	ha	96 649	62 973	43 618	25 820	20 441	18 099	14 351	13 772	13 289
Grass	ha	217 797	196 667	188 167	185 267	171 500	100 437	87 855	84 446	83 177

5.3.6.1.2 NMVOC (Tier 1): Other crops

For other crops it was considered a Tier 1 methodology.

Equation 5-7: Tier 2 methodology: other crops

$$NMVOC_{emissions} = \frac{NMVOC_{EF} \times Crop_{Area}}{1000}$$

Where:

$NMVOC_{emissions}$: Emissions of NMVOC (t)

$NMVOC_{EF}$: NMVOC emission factor for other crops (kg NMVOC. ha^{-1})

$Crop_{Area}$: Area of other crops (ha)

Table 5-28: Crop area of other crops (ha)

Crop	Unit	1990	1995	2000	2005	2010	2015	2020	2022	2023
Other crops	ha	459 438	361 844	300 703	244 641	225 950	211 372	170 163	152 175	150 351

5.3.6.2 Emission factors

5.3.6.2.1 NMVOC emission factors

Table 5-29: NMVOC emission factors

Crop	Tier	Unit	Emission Factor	Source
Wheat	Tier 2	Kg NMVOC.kg DM^{-1}.hours.$year^{-1}$	2.60 x 10^{-8}	Table 3.4 of volume "3.D Crop production and agricultural soils" of "EMEP/EEA air pollutant emission inventory guidebook 2019"
Rye	Tier 2	Kg NMVOC.kg DM^{-1}.hours.$year^{-1}$	1.41 x 10^{-7}	
Grass	Tier 2	Kg NMVOC.kg DM^{-1}.hours.$year^{-1}$	1.49 x 10^{-8}	
Other Crops	Tier 1	Kg NMVOC.ha^{-1}	0.86	Table 3.1 of volume "3.D Crop production and agricultural soils" of "EMEP/EEA air pollutant emission inventory guidebook 2019"

[48] Source: National Statistics (INE)
[49] Source: National Statistics (INE)

Table 5-30: Fraction of the year emitting

Crop	Fraction	Source
Wheat	0.3	Table 3.3 of volume "3.D Crop production and agricultural soils" of "EMEP/EEA air pollutant emission inventory guidebook 2019"
Rye	0.3	
Grass	0.5	

Table 5-31: Dry matter (DM) content

Crop	Unit	Dry Matter content	Source
Wheat	Kg DM.kg harvested^{-1}	0.89	Eurostat
Rye	Kg DM.kg harvested^{-1}	0.89	Eurostat
Grass	Kg DM.kg harvested^{-1}	0.30	EMEP/FAO

5.3.6.2.2 $PM_{2.5}$, PM_{10} and TSP emission factors

Emission factors used are from table 3.1 of the EMEP/EEA Guidebook 2019, chapter 3D – Crop production and agricultural soils, and are shown in Table 5-32.

Table 5-32: PM2.5, PM10 and TSP emission factors (kg.ha^{-1})

$PM_{2.5}$	PM_{10}	TSP
0.06	1.56	1.56

5.3.6.3 Uncertainties

To be provided in the future.

5.3.6.4 Recalculations

No recalculations were made.

5.3.6.5 Further improvements

No planned further improvements.

5.3.7 Use of pesticides (NFR 3Df)

5.3.7.1 Methodology

The estimates of HCB emissions from pesticides were done with the available tier 1 default approach of the EMEP/EEA Guidebook 2019, based in the following equation:

Equation 5-8: HCB Emissions from pesticides

$$E_{pest} = \sum (AD_{pest_i} * IF_{pest_i})$$

Where:

E_{pest}: total HCB emission of active substances (in kg a.s.)

AD_{pest_i}: mass of individual active substances applied (kg a.s.)

IF_{pest_i}: HCB impurity factor of individual active substances ($mg.kg^{-1}$)

5.3.7.2 Activity data

From the National Authority responsible for the management and authorization of plant protection products[50], information has been received that the active substances in use in Portugal are clopyralid and chlorothalonil. From the same source were also received the quantities of each active substance sold from 2012 onwards, which are presented in two next figures.

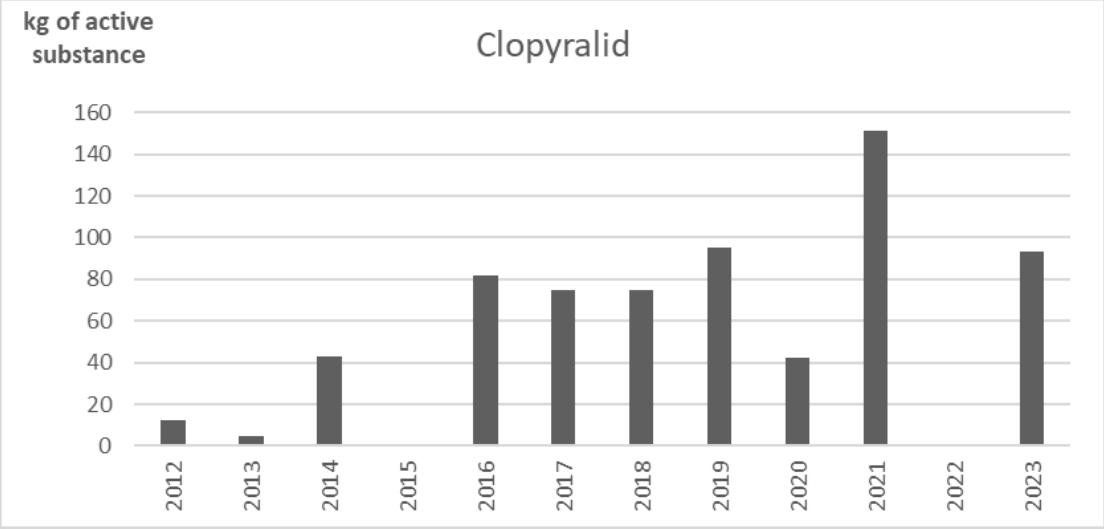


Figure 5-15: Amount of Clopyralid in use in Portugal (kg of active substance)

[50] Maria Helena Paixão - Division of Management and Authorization of Phytopharmaceutical Products of DGAV/Ministry of Agriculture

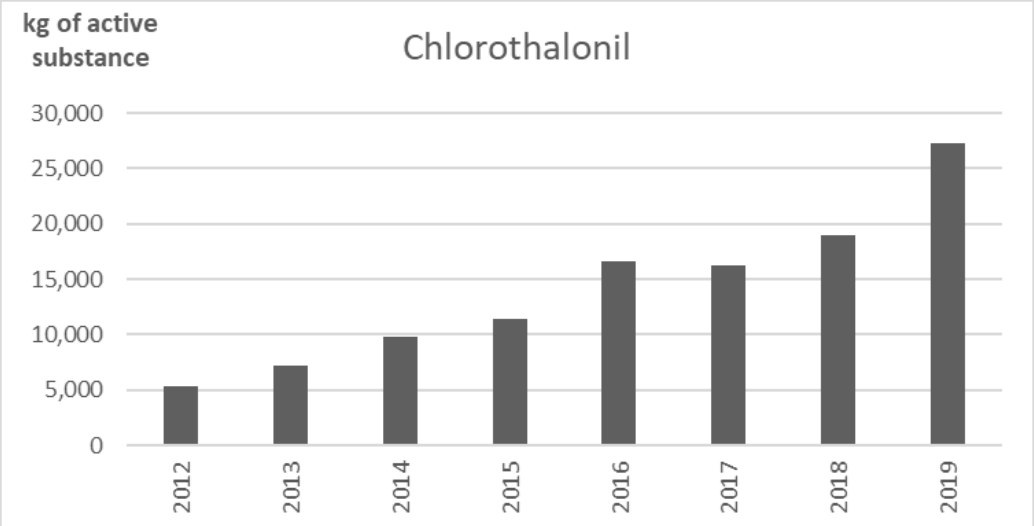


Figure 5-16: Amount of Chlorothalonil in use in Portugal (kg of active substance)

Before 2012, there are no records or other sources of information on the quantities sold in Portugal for both active substances.

Clopyralid was not used in the EU before 2010[51], so from 1990 to 2009 the quantities sold are zero and in the years 2010 and 2011 the value of 2012 was adopted to complete the time series. The Clopyralid active substance licence has been renewed in 01-10-2021, however from 2020 onwards there were no sales of products with this active substance.

Also, in the case of Chlorothalonil, since there are no other sources of information, the value of 2012 was used in each year of the period 1990-2011. According to DGAV/Ministry of Agriculture, there are no sales of Chlorothalonil from 2020 onwards because this active substance was not approved from May 2019 onwards and withdrawn from the market from November 2019 onwards.

5.3.7.3 Impurity factors

The impurity factors used are the default ones from table 4 of chapter 3.D.f of the EMEP/EEA Guidebook 2019 that are shown in Table 5-33.

Table 5-33: Impurity factors ($mg.kg^{-1}$) - Clopyralid and Chlorothalonil

	Clopyralid	Chlorothalonil
All years	2.5	--
1990 -1999	--	300
2000 onwards	--	40

5.3.7.4 Uncertainties

To be provided in the future.

5.3.7.5 Recalculations

No recalculations were made.

5.3.7.6 Further improvements

No planned further improvements.

[51] Table 4 , Chapter 3.D.f of the EMEP/EEA Guidebook 2019

5.4 Field Burning of Agriculture Residues – Cereal Crops (NFR 3F)

In-site burning of agricultural or forest residues is still practiced nowadays in Portugal, being however restricted by the Decree-Law 82/2021, of October 13 (National System for the Defence of the Forest against Fires): is forbidden when the level of danger of rural fire is «very high» or «maximum» and, when the level of rural fire danger is below, may be authorized by the competent authorities.

In the source category 3F, the Portuguese inventory includes emission estimates of the pollutants: NMVOC, $PM_{2.5}$, NH_3, NOx[52] and SO_X[53].

Table 5-34: Emission estimates from Field Burning of agriculture residues (3F), kt

Pollutant	1990	2005	2020	2022	2023	Δ (2023-2022)	Δ (2023-2005)	Δ (2023-1990)	Importance in Agriculture emissions from PT in 2023
	Kt					%			
NMVOC									
Portugal	0.78	0.57	0.50	0.55	0.61	10.35%	7.26%	-21.86%	3.12%
Mainland	0.77	0.56	0.48	0.53	0.59	10.34%	5.52%	-23.51%	3.60%
$PM_{2.5}$									
Portugal	0.75	0.53	0.46	0.51	0.55	9.54%	4.06%	-26.26%	57.03%
Mainland	0.74	0.52	0.44	0.49	0.54	9.53%	2.37%	-27.82%	57.88%
NH_3									
Portugal	0.33	0.23	0.20	0.22	0.24	9.56%	4.01%	-26.36%	0.46%
Mainland	0.32	0.23	0.19	0.21	0.23	9.55%	2.33%	-27.93%	0.52%
NO_x									
Portugal	0.32	0.23	0.19	0.21	0.23	9.66%	3.89%	-26.60%	2.36%
Mainland	0.32	0.22	0.19	0.21	0.23	9.65%	2.21%	-28.16%	2.50%
SO_x									
Portugal	0.04	0.03	0.02	0.03	0.03	9.09%	2.30%	-28.64%	100.00%
Mainland	0.04	0.03	0.02	0.03	0.03	9.08%	0.65%	-30.16%	100.00%

Besides the main pollutants and $PM_{2.5}$, the Portuguese inventory also includes, in the source category 3F, the emission estimates of the pollutants described in Table 5-35.

Table 5-35: Pollutant emission estimates from field burning of agricultural crop residues

	Pollutants
Main pollutants	NH_3, NOx, NMVOC, SOx
Particulate Matter	PM2.5, PM10, TSP
Other	CO
Heavy Metals	Pb, Cd, Hg, As, Cr, Cu, Ni, Se, Zn
POP's	PCDD/PCDF, Benzo(a)pyrene,Benzo(b)fluoranthene, Benzo(k)fluoranthene, Indenol (1,2,3-cd)pyrene

[52] Reported as NO_2
[53] Reported as SO_2

5.4.1 Methodology

Emissions of in-site burning of agriculture residues were estimated based on equation 2.27[54] from the IPCC 2006 which is summarized in the following equation:

Equation 5-9: Estimation of GHG emissions from field burning of crop residues

$$Emission_{(p,crop)} = A_{(crop)} * M_{B(crop)} * C_f * EF_{(p,crop)} * 10^{-3}$$

Where:

$Emission_{(p,crop)}$: emission estimates of pollutant p from field burning of residues from a specific crop, $t.yr^{-1}$

$A_{(crop)}$: correspond to the crop area where the practice of field burning residues occurs, $ha.yr^{-1}$

C_f: combustion factor, dimensionless

$M_{B(crop)}$: biomass of a specific crop that is available for combustion, $t\ dm.ha^{-1}.yr^{-1}$

$EF_{(p,crop)}$: emission factor from field burning of agriculture residues of a specific crop, $g.kg\ dm\ burnt^{-1}$

5.4.2 Activity data

The burning of agricultural residues occurs with the straw of cereals.

Commonly the major fraction of rice stubbles and straw are burnt in the fields. Nevertheless, the practice of incorporating straw into the soil often occurs too with special relevance on rice producing areas inside Natura 2000[55] limits. In these situations, the practice of burning crop residues is forbidden[56] for reasons of conservation of natural habitats and animal species since 2000 until nowadays.

Straw is left on ground and incorporated into soil by ploughing before next crop season.

The next figure shows the evolution of rice cultivation areas where the practice of residues burnt is not allowed.

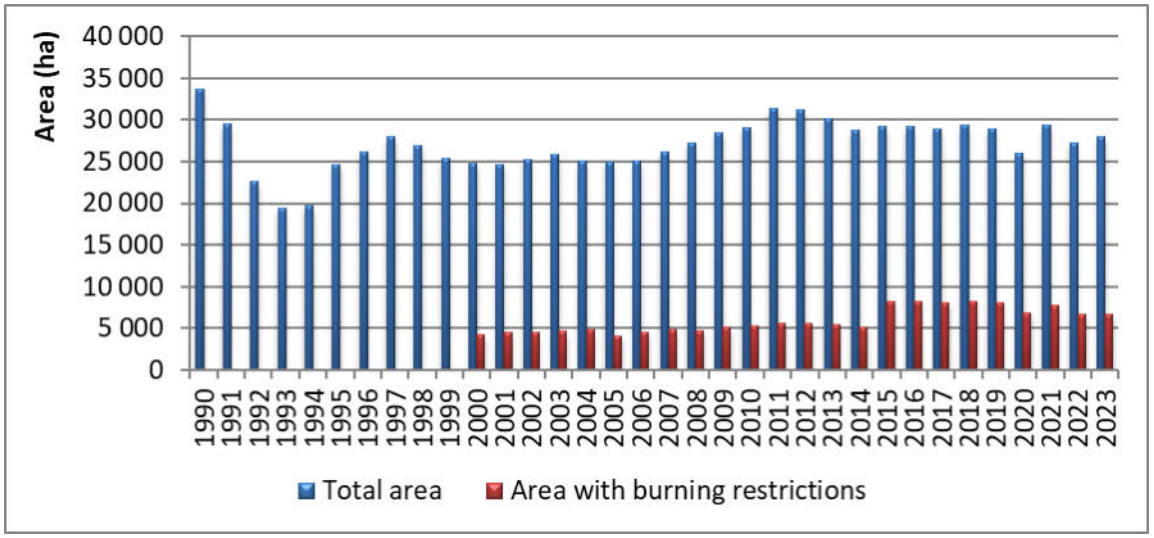


Figure 5-17: Rice cultivation areas (ha) in Portugal

[54] Volume 4, chapter 2, pg 2.42
[55] Natura 2000 network includes Special Zones for Conservation (ZPC) established under Habitats Directive (92/43/ CEE) and Special Protection Zones (ZPE) established under Birds Directive (last revision 2009/147/CE).
[56] National Laws: DL 140/99 artº 11º (revised by DL 49/2005); RCM 177/2008 artº 21º; RCM 182/2008 artº 8º.

For cereals, other than rice, the practice of straw burning occurs in about 1% of the cultivated area according to the INE information based on 2009 Agricultural Census (RA09) which included a set of questions about some agricultural practice.

The amount of biomass available for combustion of cereal crops (rice included) was estimated using the IPCC 2006 methodology, i.e., the regression equations in table 11.2[57] .

Activity data and parameters used to estimate emissions from cereal residues burnt on field are summarized in Table 5-36 for 2023. Combustion factors used for cereals are the default values from Table 2.6 of IPCC 2006[58].

In a consistent way the same activity data were used for UNFCCC and for UNECE/CLRTAP emission inventory.

Table 5-36: Activity data and parameters used to estimate emissions from field burning of crop residues, 2023

Crop	Area burnt* (kha)	Biomass available for combustion (t dm.ha^{-1})	Combustion factor
Wheat	0.25	2.34	0.90
Barley	0.14	2.20	0.90
Maize	1.06	9.73	0.80
Rice	14.32	7.87	0.80
Other cereals	0.47	1.54	0.90
*Area where the on field burning practice of crop residues occurs			

In the next figure is shown the annual biomass burnt for the period 1990-2023.

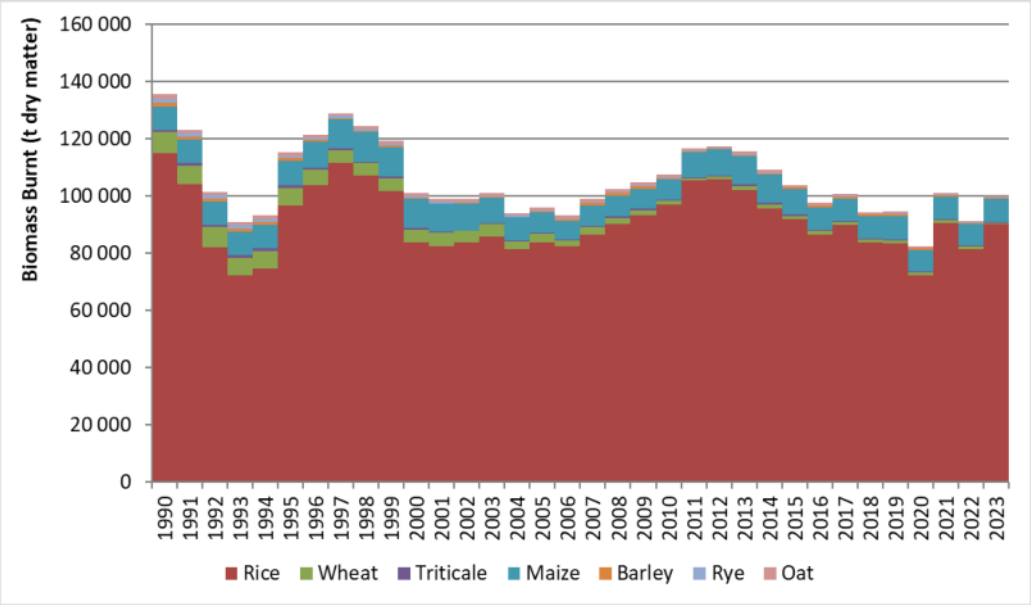


Figure 5-18: Annual biomass burnt (t dm /yr) for the time series

[57] Volume 4. chapter 11, page 11.17
[58] Volume 4, chapter 2, page 2.49

5.4.3 Emission Factors

The emission factors used to estimate NOx, NMVOC, SOx, NH_3 and CO emissions from on field burning agricultural residues are presented in Table 5-37.

For $PM_{2.5}$, PM_{10}, TSP and BC emission estimates were used the emission factors presented in Table 5-38.

Table 5-37: Emission factors for field burning agriculture residues, by pollutant and crop (Kg.kg dm burnt-^{1}). Main pollutant and CO

Crop		NOx	NMVOC	SOx	NH_3	CO
Wheat		0.0023	0.0005	0.0005	0.0024	0.0667
Barley		0.0027	0.0117	0.0001	0.0024	0.0987
Maize		0.0018	0.0045	0.0002	0.0024	0.0388
Rice		0.0024	0.0063	0.0003	0.0024	0.0589
Other cereals		0.0023#	0.0005#	0.0005#	0.0024#	0.0667#
	Sources: Wheat, barley, maize and rice values from tables 3-3, 3-4, 3-5 and 3-6, respectively, of EMEP/EEA guidebook 2019; chapter 3F; #Table 3-1 of EMEP/EEA guidebook 2019; chapter 3F					

Table 5-38: Emission factors for field burning agriculture residues, by pollutant and crop (Kg.kg dm burnt^{-1}). Particulate Matter

Crop	$PM_{2.5}$	PM_{10}	TSP	BC
Wheat	0.0054	0.0057	0.0058	0.0005
Barley	0.0074	0.0077	0.0078	0.0012
Maize	0.0060	0.0062	0.0063	0.00075
Rice	0.0055	0.0058	0.0058	0.0005
Other cereals	0.0054#	0.0057#	0.0058#	0.0005#
Sources: Wheat, barley, maize and rice values from tables 3-3, 3-4, 3-5 and 3-6, respectively, of EMEP/EEA guidebook 2019; chapter 3F; #Table 3-1 of EMEP/EEA guidebook 2019; chapter 3F				

For all other pollutant emission estimates, the emission factors used are those presented in the following two tables.

Table 5-39: Emission factors for field burning agriculture residues, by pollutant and crop - POPs

Crop	PCDD/PCDF (µg I -TEQ t^{-1})	Benzo(a)pyrene (mg / kg dm)	Benzo(b) fluoranthene (mg / kg dm	Benzo(k) fluoranthene (mg / kg dm	Indeno(1,2,3-cd) pyrene (mg / kg dm)
Wheat	0.5000#	0.393	1.097	0.468	0.336
Barley	0.5000#	0.771	2.398	0.601	0.298
Maize	0.5000#	7.162	3.495	2.138	2.415
Rice	0.5000#	0.072	0.120	0.088	0.055
Other cereals	0.5000#	0.393#	1.097#	0.468#	0.336#
Sources: Wheat, barley, maize and rice values from tables 3-3, 3-4, 3-5 and 3-6 , respectively, of EMEP/EEA guidebook 2019; chapter 3F; #Table 3-1 of EMEP/EEA guidebook 2019					

Table 5-40: Emission factors for field burning agriculture residues, by pollutant and crop (mKg.kg dm burnt^{-1}). Heavy metals

Crop	Pb	Cd	Hg	As	Cr	Ni	Se	Zn	Cu
Wheat	0.1100	0.8800	0.1400	0.0064	0.0800	0.0520	0.0200	0.5600	0.0730
Barley	0.0036	0.2400	0.0960	0.0064#	0.1400	0.0110	0.0390	0.4900	0.0036
Maize	0.0070	0.0360	0.0280	0.0130	0.1000	0.0360	0.0280	0.8400	0.0540
Rice	0.0720	0.1600	0.0330	0.0910	0.1000	0.0450	0.0480	0.9200	0.0880
Other cereals	0.1100#	0.8800#	0.1400#	0.0064#	0.0800#	0.05200#	0.0200#	0.5600#	0.0730#
Sources: Wheat, barley, maize and rice values from tables 3-3, 3-4, 3-5 and 3-6 , respectively, of EMEP/EEA guidebook 2019; chapter 3F; #Table 3-1 of EMEP/EEA guidebook 2019									

5.4.4 Uncertainties

To be provided in the future.

5.4.5 QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

5.4.6 Recalculations

No recalculations were made.

5.4.7 Further improvements

No specific improvements are planned.

5.5 Field Burning of Agriculture Residues – Orchards, Vineyards and Olive Groves (NFR 5C2)

In-site burning of agricultural or forest residues is still practiced nowadays in Portugal, being however restricted by the Decree-Law 82/2021, of October 13 (National System for the Defence of the Forest against Fires): is forbidden when the level of danger of rural fire is «very high» or «maximum» and, when the level of rural fire danger is below, may be authorized by the competent authorities.

In the source category 5C2, the Portuguese inventory includes emission estimates of the pollutants: NH_3, NOx[59], NMVOC, SO_X[60] and $PM_{2.5}$.

Table 5-41: Emission estimates from Field Burning of agriculture residues (5C2), kt

Pollutant	1990	2005	2020	2022	2023	Δ (2023-2022)	Δ (2023-2005)	Δ (2023-1990)
			Kt				%	
NMVOC								
Portugal	2.24	1.95	1.93	1.94	1.96	1.17%	0.60%	-12.28%
Mainland	2.21	1.92	1.86	1.87	1.90	1.16%	-1.03%	-14.14%
$PM_{2.5}$								
Portugal	1.55	1.27	1.21	1.22	1.24	1.33%	-2.22%	-19.85%
Mainland	1.53	1.25	1.17	1.18	1.20	1.32%	-3.81%	-21.55%
NO_x								
Portugal	0.86	0.71	0.67	0.68	0.69	1.33%	-2.22%	-19.85%
Mainland	0.85	0.69	0.65	0.66	0.67	1.32%	-3.81%	-21.55%
NH_3								
Portugal	0.69	0.56	0.54	0.54	0.55	1.33%	-2.22%	-19.85%
Mainland	0.68	0.55	0.52	0.53	0.53	1.32%	-3.81%	-21.55%
SO_x								
Portugal	0.14	0.12	0.11	0.11	0.11	1.33%	-2.22%	-19.85%
Mainland	0.14	0.12	0.11	0.11	0.11	1.32%	-3.81%	-21.55%

Besides the main pollutants and $PM_{2.5}$, the Portuguese inventory also includes, in the source category 5C2, the emission estimates of the pollutants described in Table 5-42.

Table 5-42: Pollutant emission estimates from field burning of agricultural crop residues

	Pollutants
Main pollutants	NH_3, NOx, NMVOC, SOx
Particulate Matter	PM2.5, PM10, TSP
Other	CO
Heavy Metals	Pb, Cd, Hg, As, Cr, Cu, Ni, Se, Zn
POP's	PCDD/PCDF, Benzo(a)pyrene,Benzo(b)fluoranthene, Benzo(k)fluoranthene, Indenol (1,2,3-cd)pyrene

[59] Reported as NO_2
[60] Reported as SO_2

5.5.1 Methodology

Emissions of in-site burning of agriculture residues were estimated based on equation 2.27[61] from the IPCC 2006 which is summarized in the following equation:

Equation 5-10: Estimation of GHG emissions from field burning of crop residues

$$Emission_{(p,crop)} = A_{(crop)} * M_{B(crop)} * C_f * EF_{(p,crop)} * 10^{-3}$$

Where:

$Emission_{(p,crop)}$: emission estimates of pollutant p from field burning of residues from a specific crop, $t.yr^{-1}$

$A_{(crop)}$: correspond to the crop area where the practice of field burning residues occurs, $ha.yr^{-1}$

C_f: combustion factor, dimensionless

$M_{B(crop)}$: biomass of a specific crop that is available for combustion, $t\ dm.ha^{-1}.yr^{-1}$

$EF_{(p,crop)}$: emission factor from field burning of agriculture residues of a specific crop, $g.kg\ dm\ burnt^{-1}$

5.5.2 Activity data

The burning of agricultural residues occurs with the material of pruning permanent crops such as vineyards, olive groves and other orchards.

Each year the orchards, vineyards and olive groves are pruned and much of the resulting material of this action is burned in situ. This practice occurs in 22% of the orchards area, 52% of the vineyard areas and 65% of olive grove areas, according to the information collected in the General Agricultural Census (RA09).

The amounts of pruning material produced for each of the permanent crops are country specific[62] values.

Activity data and parameters used to estimate emissions from permanent crops residues burnt on field are summarized in Table 5-43 for 2021. For pruning material from permanent crops, the combustion factor considered was made equal to 1, following the recommendation of the EMEP/EEA Guidebook 2019.

In a consistent way the same activity data were used for UNFCCC and for UNECE/CLRTAP emission inventory.

Table 5-43: Activity data and parameters used to estimate emissions from field burning of crop residues, 2022

Crop	Area burnt* (kha)	Biomass available for combustion (t dm.ha^{-1})	Combustion factor
Orchards	33.17	1.64	1.00
Vineyards	90.54	1.19	1.00
Olive grove	247.57	0.27	1.00
*Area where the on field burning practice of crop residues occurs			

[61] Volume 4, chapter 2, pg 2.42
[62] Dias, J.J. Mestre (2002), "Utilização da biomassa: avaliação dos resíduos e utilização de pellets em caldeiras domésticas".

In the next figure is shown the annual biomass burnt for the period 1990-2023.

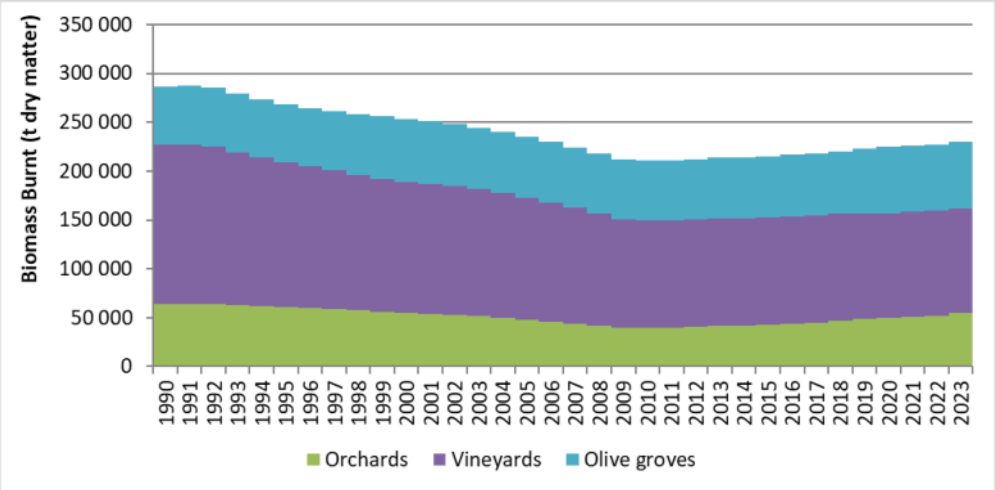


Figure 5-19: Annual biomass burnt (t dm /yr) for the time series

5.5.3 Emission Factors

The emission factors used to estimate NOx, NMVOC, SOx, NH_3 and CO emissions from on field burning agricultural residues are presented in Table 5-44.

For $PM_{2.5}$, PM_{10}, TSP and BC emission estimates were used the emission factors presented in Table 5-45.

Table 5-44: Emission factors for field burning agriculture residues, by pollutant and crop (Kg.kg dm burnt-[1]). Main pollutant and CO

Crop	NOx	NMVOC	SOx	NH_3	CO
Orchards	0.0030”	0.0007»	0.0005#	0.0024#	0.1070”
Vineyards	0.0030”	0.0006»	0.0005#	0.0024#	0.1070”
Olive grove	0.0030”	0.0140»	0.0005#	0.0024#	0.1070”

Sources: #Table 3-1 of EMEP/EEA guidebook 2019; chapter 3F; » Table 2.5-5 AP_ 42 USEPA ;“Table 2.5 of IPCC guidelines 2006

Table 5-45: Emission factors for field burning agriculture residues, by pollutant and crop (Kg.kg dm burnt^{-1}). Particulate Matter

Crop	$PM_{2.5}$	PM_{10}	TSP	BC
Orchards	0.0054#	0.0057#	0.0058#	0.0005#
Vineyards	0.0054#	0.0057#	0.0058#	0.0005#
Olive grove	0.0054#	0.0057#	0.0058#	0.0005#

Sources: #Table 3-1 of EMEP/EEA guidebook 2019; chapter 3F

For all other pollutant emission estimates, the emission factors used are those presented in the following two tables.

Table 5-46: Emission factors for field burning agriculture residues, by pollutant and crop - POPs

Crop	PCDD/PCDF (µg I -TEQ t^{-1})	Benzo(a)pyrene (mg / kg dm)	Benzo(b) fluoranthene (mg / kg dm	Benzo(k) fluoranthene (mg / kg dm	Indeno(1,2,3-cd) pyrene (mg / kg dm)
Wheat	0.5000#	0.393	1.097	0.468	0.336
Barley	0.5000#	0.771	2.398	0.601	0.298
Maize	0.5000#	7.162	3.495	2.138	2.415
Rice	0.5000#	0.072	0.120	0.088	0.055
Other cereals	0.5000#	0.393#	1.097#	0.468#	0.336#
Orchards	0.5000#	0.393#	1.097#	0.468#	0.336#
Vineyards	0.5000#	0.393#	1.097#	0.468#	0.336#
Olive grove	0.5000#	0.393#	1.097#	0.468#	0.336#

Sources: #Table 3-1 of EMEP/EEA guidebook 2019

Table 5-47: Emission factors for field burning agriculture residues, by pollutant and crop (mKg.kg dm burnt^{-1}). Heavy metals

Crop	Pb	Cd	Hg	As	Cr	Ni	Se	Zn	Cu
Orchards	0.1100#	0.8800#	0.1400#	0.0064#	0.0800#	0.05200#	0.0200#	0.5600#	0.0730#
Vineyards	0.1100#	0.8800#	0.1400#	0.0064#	0.0800#	0.05200#	0.0200#	0.5600#	0.0730#
Olive grove	0.1100#	0.8800#	0.1400#	0.0064#	0.0800#	0.05200#	0.0200#	0.5600#	0.0730#
Sources: Wheat, barley, maize and rice values from tables 3-3, 3-4, 3-5 and 3-6 , respectively, of EMEP/EEA guidebook 2019; chapter 3F; #Table 3-1 of EMEP/EEA guidebook 2019									

5.5.4 Uncertainties

To be provided in the future.

5.5.5 QA/QC and verification

QA/QC procedures included a series of checks: calculation formulas verification, data and parameters verification and the information provided in this report.

5.5.6 Recalculations

No recalculations were made.

5.5.7 Further improvements

No specific improvements are planned.

6 Waste (NFR Sector 5)

Table of Contents

6 Waste (NFR Sector 5) 6-1

6.1 Overview 6-3

6.2 Solid Waste Disposal on Land (NFR 5.A) 6-5

6.2.1 NMVOC emissions 6-5

6.2.2 NH3 emissions from Solid Waste Disposal Sites (SWDS) 6-16

6.2.3 Emissions from landfill gas and other biogas burning (NFR 5.A) 6-16

6.3 Biological Treatment of Waste - Composting (NFR 5.B.1) and Anaerobic Digestion (NFR 5.B.2) 6-19

6.3.1 NH3 and CO emissions 6-19

6.4 Waste Incineration (NFR 5.C) 6-21

6.4.1 Methodology 6-21

6.4.2 Activity data 6-21

6.4.3 Emission factors 6-24

6.5 Wastewater Handling (NFR 5.D) 6-28

6.5.1 Domestic Wastewater 6-28

6.5.2 Industrial Wastewater 6-31

6.6 Other Waste (NFR 5.E) 6-32

6.7 Recalculations 6-33

6.8 Further improvements 6-33

List of Figures

Figure 6-1: Share of the waste sector as a percentage of total emissions in 2023 6-4

Figure 6-2: Population served by waste collection systems 6-7

Figure 6-3: Municipal waste 6-8

Figure 6-4: Waste treatment by final destination 6-9

Figure 6-5: Quantities of fermentable industrial waste disposed to SWDS 6-13
Figure 6-6: Total industrial waste by treatment types 6-14
Figure 6-7: Emissions of CH4 and NH3 (municipal and non-municipal) 6-16
Figure 6-8: Quantities of municipal and non-municipal waste composted/ Digested and related NH3 emissions 6-20
Figure 6-9: Quantities of combusted industrial waste 6-22
Figure 6-10: Quantities of healthcare waste incinerated 6-23
Figure 6-11: Quantities of Municipal Solid Waste incinerated 6-24
Figure 6-12: NMVOC emissions 6-30
Figure 6-13: NH3 emissions and % population served by latrines 6-30
Figure 6-14: Number of fire occurrences 6-32

List of Tables

Table 6-1: Parameters used in Lo calculation 6-10
Table 6-2: Municipal waste composition disposed to SWDS and DOCFermentable fractions 6-11
Table 6-3: Estimated average annual growing rates for the period 1970-1998 6-12
Table 6-4: Industrial organic waste composition and DOC 6-15
Table 6-5: Activity data, emission factors and emissions resulting from landfill gas and biogas combusted . 6-17
Table 6-6: Emission factors for composting 6-20
Table 6-7: Ammonia emission factors for anaerobic digestion at biogas facilities 6-20
Table 6-8: Emission factors of CLRTAP gases for incineration of Industrial Waste 6-24
Table 6-9: Emission factors of CLRTAP gases from incineration of healthcare wastes: until 2004 6-25
Table 6-10: Emission factors of CLRTAP gases from incineration of healthcare wastes: after 2005 6-26
Table 6-11: Emission factors of CLRTAP gases from incineration of MSW 6-26
Table 6-12: Number of human corpses cremated 6-27
Table 6-13: Emission factors of CLRTAP gases for cremation 6-27
Table 6-14: Percentage of population by wastewater handling system 6-29
Table 6-15: Emission factors 6-33

6 Waste (NFR Sector 5)

Teresa Costa Pereira

Updated: March 2025

6.1 Overview

Waste management of industrial and municipal wastes are sources of air pollutant emissions, such as SO_2, NO_x, CO, NMVOC, particulate matter, heavy metals and POPs.

The inventory covers emissions resulting from waste disposal on land, composting/digestion, waste incineration and cremation, treatment of liquid wastes, and sludge spreading.

Waste disposal on land, e.g. landfills that are significant sources of GHG (not included in this report), produce also NMVOC and NH_3 emissions (smaller amounts).

Composting and anaerobic digestion that are growing in importance are a source of NH_3 emissions.

Wastewater treatment systems are also potential sources of NMVOC and NH_3.

Municipal solid wastes (MSW) and hazardous wastes incineration originates emissions of several pollutants, which depend on the type of incinerators, the degree of abatement techniques used and the composition of the waste combusted.

The inventory includes estimates for Particulates and Heavy Metals emissions from the incineration of municipal solid wastes (MSW) and healthcare hazardous wastes. Furthermore, these source categories are also relevant in terms of Dioxins and Furans, PAHs and PCBs emissions.

The Guidelines determines emissions from incineration with energy recovery to be reported in the energy sector (sub-category 1A1a Public electricity and heat production).

Incineration of municipal solid wastes (MSW) in Portugal is done in four modern units (two in Portugal Mainland) where energy is recovered, and thus these emissions are accounted for in the energy sector. The incineration of healthcare waste occurs without energy recovery and is therefore allocated to the waste sector. Nevertheless, as the methodology applies for both situations (with and without energy recover), in order to avoid a double description, it is presented only once in this sub-section.

This sector includes also the incineration of industrial waste that occurs in industrial waste units without energy recovery.

Emissions from biogas combustion are also accounted and reported in the energy sector when there is energy recovery or in the waste sector when biogas is flared (without energy recovery).

The inventory includes also three other source categories: cremation of human corpses, sludge spreading (reported under agriculture category NFR 3Da2b) and car fires and building fires.

ANNEX E: WASTE (NRF 5) refers to underlying data used in the sector estimates.

The next figure presents the most relevant waste sector contributions to the total emissions by substance.

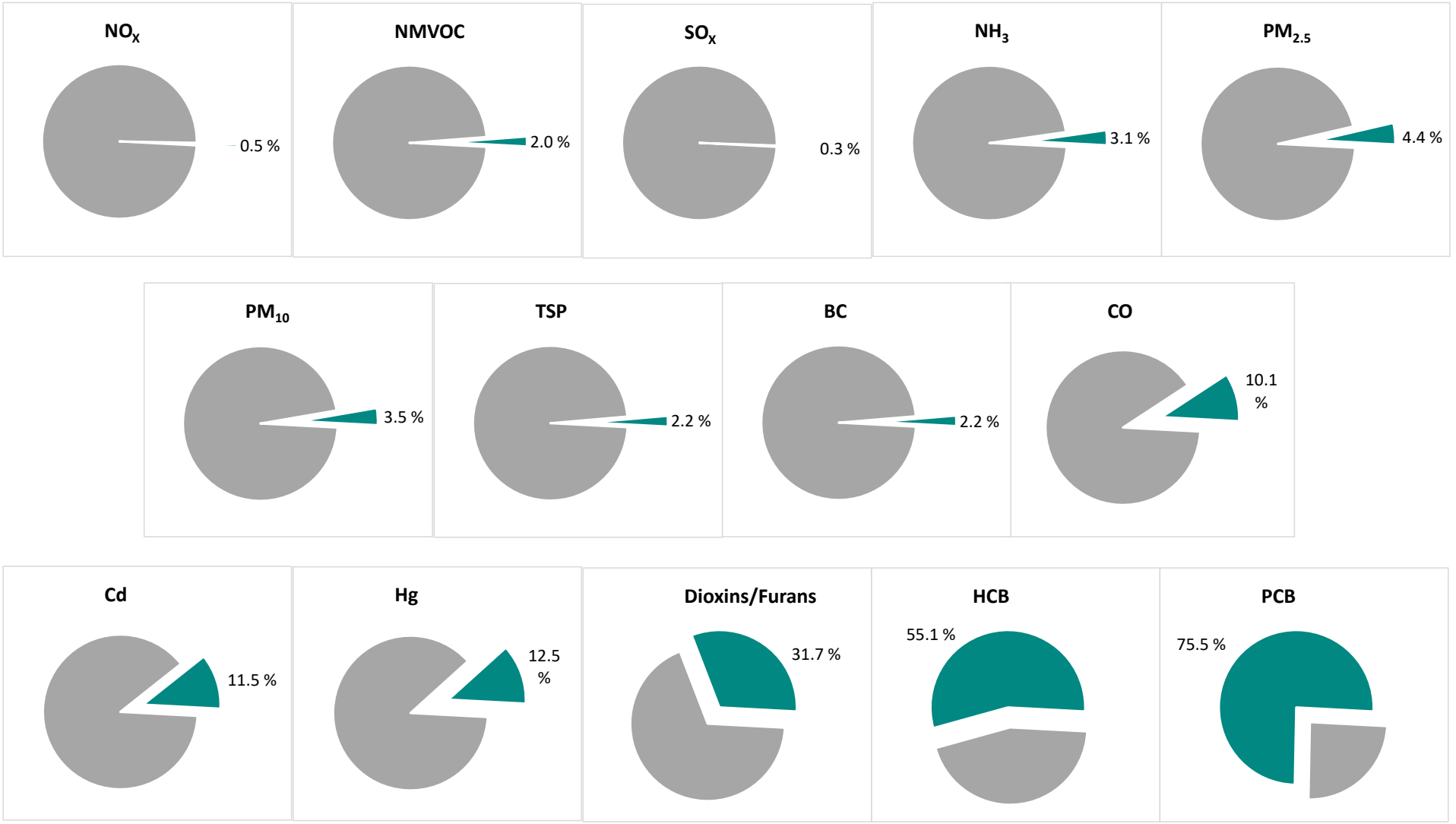


Figure 6-1: Share of the waste sector as a percentage of total emissions in 2023

6.2 Solid Waste Disposal on Land (NFR 5.A)

6.2.1 NMVOC emissions

6.2.1.1 Methodology

Methane emissions are calculated on the basis of the First Order Decay Method (Tier 2), following the guidance from the 2006 IPCC Guidelines (Volume 5/ Chapter 3 on Solid Waste Disposal). The IPCC Waste Model was applied using Equations 3.2, 3.4 and 3.5 and a single-phase approach based on bulk waste (MSW). Emissions from industrial waste are estimated in a similar way.

The calculation of CH4 emissions concerning the National total (Mainland and the two Autonomous Regions) and the Mainland is done separately, based on quantities of municipal solid waste disposed on land for each geographical coverage. Data on industrial waste deposited on land have been collected at the national level. The separation of industrial waste quantities between the National total and Mainland is done on the basis of the municipal waste amounts, i.e. based on the ratio of the Mainland municipal waste quantities disposed on land in relation to the national waste quantities disposed on land. This ratio represents in the latest years approx. 97% of the national total waste amount disposed on land.

NMVOC emissions are calculated using an emission factor of 0.0079 t NMVOC/ t methane produced which is equivalent to 5.65g NMVOC/ m^3 landfill gas (Passant, 1993).

6.2.1.2 Activity data and parameters

SWDS include solid municipal waste (household, garden, commercial-services wastes) and industrial wastes.

6.2.1.2.1 Municipal waste

6.2.1.2.1.1 Quantities of waste landfilled

At present the National legislation refers to the Annex I of DL 102-D/2020, which approves the general waste management regime, the legal regime for the disposal of waste in landfills and amends the management regime for specific waste flows, transposing Directives (EU) 2018/849, 2018/850, 2018/851 and 2018/ 852.

Waste management policies have evolved towards the sustainable management of materials in order to protect, preserve and improve the quality of the environment, ensure the rational use of natural resources, and promote the principles of the circular economy.

The National entity responsible for the definition, implementation and supervising the waste policies is APA, I.P. through its Waste Department, which is also responsible for the verification, validation and treatment of the information collected via the Integrated System for Electronic Registry on Waste (SIRER) in the SILiAMB electronic platform.

The operators should upload on different registration maps the information regarding generation, trade, recovery and disposal of waste, including the origin of the waste, the quantities generated and treated, the classification and the destiny of the waste.

The data collected is of the utmost relevance for a proper monitoring of the national reality in terms of waste. This information is the basis for an adequate national waste planning and for the assessment of the national policies implemented, including the possible need to reformulate them.

In addition, the information reported also allows close monitoring of the performance of those involved in the waste sector, whether waste producers, treatment operators and municipal or multi-municipal waste collection and/or treatment systems, in order to assess compliance with legal obligations, targets and to determine the waste management tax.

In terms of municipal waste, the data is reported in the Municipal Waste Register Map (MRRU), allowing the registration of quantities of municipal waste generated in each municipality and their treatment (landfilling, incineration, composting, recycling). Information on waste composition is also collected (the Ordinance 851/2009 defines the methodology for municipal waste characterization). At present, MRRU is filled in by municipal or multi-municipal waste collection and/or treatment systems from Portugal Mainland and from the Autonomous Region of Madeira. Information from the Autonomous Region of Azores is collected under the framework of SNIERPA (National System Inventory).

Since the end of 2010, the management of MSW in Portuguese mainland has been under the responsibility of 23 entities, named "Municipal Waste Management Systems – SGRU" (12 multi-municipal and 11 inter-municipal systems). In the Autonomous Region of Azores, municipality authorities are the responsible entities for the management of MSW, and in the Autonomous Region of Madeira, this responsibility is shared between municipalities and the Regional Government.

For 1994, and since 1999, the information refers to data effectively collected and reported by the waste management systems, which details the different treatments: landfilling, incineration, composting/anaerobic digestion, and material recycling.

For previous years, information on municipal waste was not collected on a regular basis, and most information was available from:

- PERSU - "Plano Estratégico dos Resíduos Sólidos Urbanos" (Strategic Plan on Municipal Solid Waste), which was approved by the Government in 1997. This plan includes data from annual municipal registries;
- a study performed by Quercus (1995) – "Caracterização dos Resíduos Sólidos Urbanos e Inventariação dos Locais de Deposição em Portugal" (Characterization of Municipal Solid Waste and Survey of Disposal Sites in Portugal). The study of Quercus (1995) considered open dump sites, managed landfills, composting and incineration units, covering aspects as the quantities of waste treated or landfilled and other characteristics (opening and closure year of operation, waste composition, existence of flaring equipment, etc). Data was based on a survey performed in 1994, which enabled the calculation of per capita generation rates for 1994, based on the amounts of waste collected and the population served by waste collection.

The use of the FOD method requires building a data time series for several decades in the past concerning waste quantities, composition and disposal practices. According to IPCC (2000, 2006), it is good practice to estimate historical data if such data are not available, when this is a key source category (ANNEX A: COMPLETENESS AND KEY CATEGORIES). The extent of the time series has been set to 30 years, in order to follow the guidance from IPCC (2000, 2006) which recommends to consider data on solid waste disposal (amount, composition) for 3 to 5 half-lives (6.2.1.2.1.3-Other parameters) of the waste deposited at SWDS.

Before 1994, data on landfill wastes had to be estimated based on expert judgement for waste generation growth rates. For the period 1960-1980 it was considered a per capita waste generation growth rate of 2.5% per year; for the following years (1980-1994) 3% per year. These assumptions were based on scarce information for municipal solid wastes quantities in Portugal Mainland, which indicated a tendency of 3% in the period (1980-1985).

Therefore, for the period 1960-1994, municipal solid wastes production was estimated for each municipality as follows:

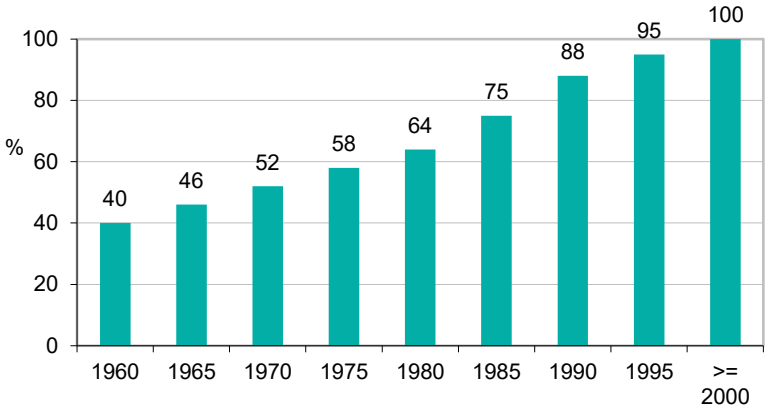
[Population (inhabitants) * Annual amount of municipal waste generated per capita (t/inhabitant/year)]

Population data for resident population is available from periodical census made by the National Statistical Office (INE). Available years are: 1960, 1970, 1981, 1991, 2001, 2011, 2011 and 2021. Data for intermediate years were estimated, by interpolation, for each municipality.

Since 1999, data on MSW are collected from management systems operators. The quantities of MSW production between 1994 and 1999 were estimated by interpolation.

To take into account the fact that part of the population (rural areas) was not served by an organised waste collection and waste disposal system, values of annual production were multiplied by the percentage of population served by waste collection in each municipality. After 2000, it was assumed that all the population of the country is served by waste collecting systems (100%). The total amount of waste disposed to SWDS was then calculated based on this estimated value minus the amounts of waste incinerated and composted:

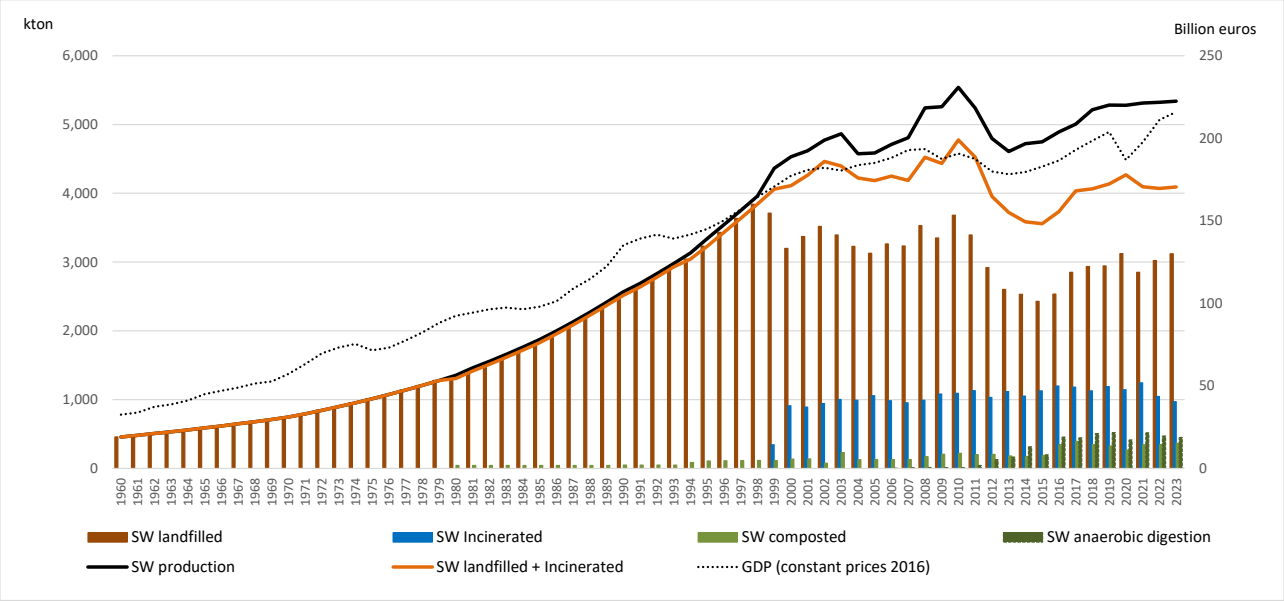
Waste disposed to SWDS = [Population * Annual amount of municipal waste generated per capita * % of Population served by waste collection] – Quantity of incinerated waste – Quantity of composted/digested waste



Source: APA

Figure 6-2: Population served by waste collection systems

The next figure presents the trends of SW generation amounts and the quantities of waste per type of final disposal.



Source: APA, include estimates.

Figure 6-3: Municipal waste

The production of municipal waste increased strongly along the years, driven by changes in consumption patterns and life style associated with the steady economic growth registered in particular in the years following the Portuguese accession to the EU in 1986.

After a peak around the year 2010, total municipal solid waste (MSW) production presented a decreasing tendency, resulting from prevention policies, but mostly due to the economic crisis effect on consumption.

In 2020, the GDP growing tendency verified since 2014 was broken due to the economic downturn caused by the COVID-19 viral pandemic. The shutdown measures to contain the pandemic have plunged the national economy into recession, with a registered downfall of 8.4% in GDP (2019/2020 variation).

With the exception of 2020 due to the pandemic crisis, Portugal registered since 2014 a growing trend of municipal waste production. This increase is believed to be related with an improvement of the economic situation of Portugal until 2019, seeming to indicate that the goal of decoupling waste production from economic growth is not being fulfilled.

Among the factors that explain these tendencies, is the remarkable growth of tourist inbound in Portugal before the pandemic crisis, contributing both to the Portuguese economic development and to the growth of municipal waste generation.

The resumption of economic activity in the 3 latest years, influenced all the national reality and, consequently, the waste sector.

In 2023, 5338 thousand tons (t) of municipal waste were produced in Portugal, keeping the value practically constant in relation to 2022 (growth of 0.28%).

The Portuguese MSW production per capita in 2023 corresponded to approx. 502 kg/year below the EU27 average per capita MSW production (http://ec.europa.eu/eurostat/statistics-explained/index.php/Municipal_waste_statistics).

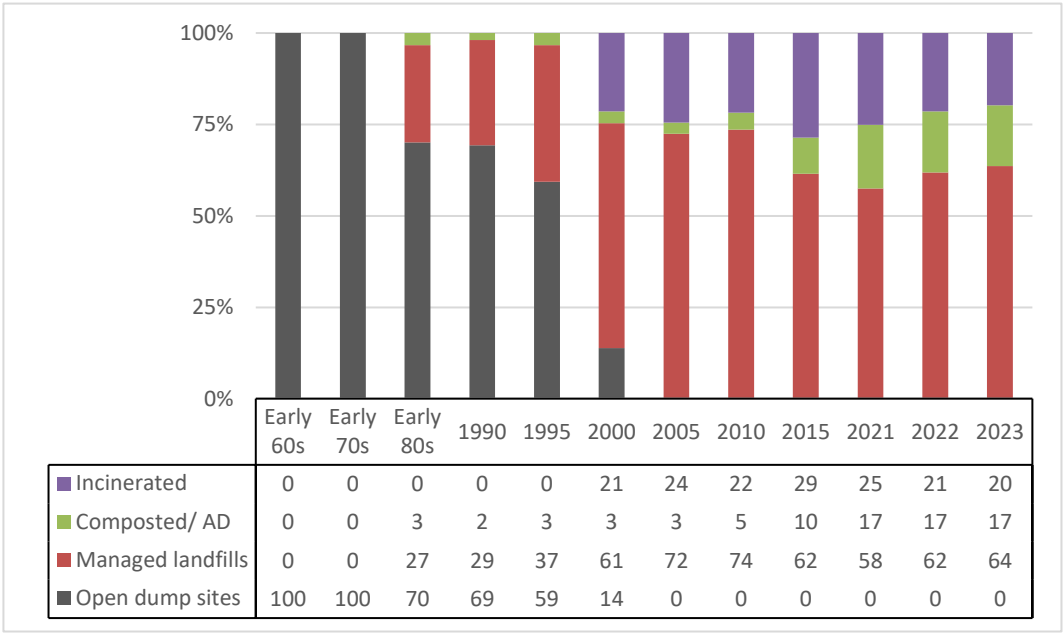
The share of treatment for the first years of the time series was calculated having as a basis the Quercus survey. Since 1999 data is collected from Municipal Waste Management Systems. As shown in the next figure there was a significant effort at national level to deactivate and closure all uncontrolled dumping sites. This effort was concluded in 2002 when all uncontrolled dumping sites had been closed.

Until the late '90s, landfilling remained almost exclusively the main waste treatment operation. In 1999/2000, with the start of operation of two MSW incineration units in Mainland Portugal, another one in 2001/2002 in the Autonomous Region of Madeira, and more recently, at the end of 2015, one more in the Autonomous Region of Azores, waste started to be diverted from SWDS. All MSW incineration occur with energy recovery.

Although landfilling remains the main final destination for municipal waste, the disposal of waste in landfills have been tendentially decreasing since 2010, with the exception of 2020 due to the to pandemic crisis. In 2020, APA, together with ERSAR and DGS issued Guidelines and Recommendations for waste management in pandemic situation of COVID-19, that recommended, during a period of time, that SGRU should send mixed waste, directly and without any prior sorting, preferably for incineration, or to landfill when not possible to use incineration capacity or when the geographical location of the waste production would justify it. It was also recommended the closure of the mechanical treatment of mixed waste in order to reduce the exposure of workers.

The diversion of waste disposal from landfills has been accompanied by the growth of importance of Mechanical and Biological Treatment (MBT) as well as Sorting units as foreseen in the Municipal Solid waste Strategic Plan (PERSU, PERSU II, PERSU 2020) and the National Plan for Waste Management (PGNR 2014-2020).

The number of waste management infrastructures for biological treatment have grown expressively in the last decade, with the aim to increase the direct diversion of biodegradable waste from landfills and increase recycling. As a consequence, composting has been growing in importance. These measures have contributed also to an increase in multi-material recycling and the organic recovery and recycling of waste, with a consequent decrease of biodegradable waste in landfills.



	Early 60s	Early 70s	Early 80s	1990	1995	2000	2005	2010	2015	2021	2022	2023
Incinerated	0	0	0	0	0	21	24	22	29	25	21	20
Composted/ AD	0	0	3	2	3	3	3	5	10	17	17	17
Managed landfills	0	0	27	29	37	61	72	74	62	58	62	64
Open dump sites	100	100	70	69	59	14	0	0	0	0	0	0

Note: The figure below, refers to the final destination of waste, which includes the "direct disposal of waste" and the "indirect disposal" of additional amounts of waste, understanding the latter as rejected amounts from the previous handling processes, such as mechanical treatment and screening.

Source: APA estimates.

Figure 6-4: Waste treatment by final destination

6.2.1.2.1.2 Methane generation

The parameters used in the calculation are mainly IPCC default values.

Table 6-1: Parameters used in Lo calculation

Parameter	Explanation	Value considered
MCF	IPCC defaults	Managed landfills = 1.0 Unmanaged/Uncategorised = 0.6
DOC	National estimate	Variable on waste composition
DOCF	2006 IPCC default (including lignin C)	0.5
F	2006 IPCC default	0.5

The estimation of Degradable Organic Carbon (DOC), presented in the following table, was based on national information on the waste composition.

Table 6-2: Municipal waste composition disposed to SWDS and DOCFermentable fractions	DOC content	1960-1980	Early 90s	Mid 90s	2000	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022-2023
		Percentage of wet weight																
Paper/cardboard	40	19.9	24.7	26.6	30.8	14.9	14.1	13.8	15.3	15.2	15.0	11.5	10.6	9.6	8.7	8.4	8.2	7.9
Glass	-	2.9	5.1	6.0	8.6	4.0	3.9	4.4	5.0	4.9	4.8	4.0	3.9	3.8	3.7	3.5	3.4	3.3
Plastics	-	3.5	10.8	13.7	12.9	11.7	11.5	11.4	12.1	12.0	12.1	15.4	15.7	15.9	16.1	15.5	14.9	14.4
Metal	-	3.5	3.3	3.2	3.2	2.2	2.0	1.8	2.1	2.1	2.1	1.8	1.8	1.8	1.9	1.8	1.7	1.7
Food waste	15	47.9	42.8	40.8	30.9	46.6	47.0	45.8	41.1	41.8	41.4	31.5	31.1	30.7	30.3	29.1	27.8	26.6
Textiles	24	6.4	4.4	3.6	3.0	4.2	3.9	3.9	5.6	4.3	3.9	7.3	7.3	7.3	7.3	8.3	9.3	10.3
Nappies	24	0.0	0.0	0.0	3.8	5.3	6.1	6.4	6.7	7.0	6.5	15.7	17.3	18.8	20.3	21.2	22.1	23.0
Non-food fermentable materials	20	4.7	4.7	4.7	3.7	2.3	1.9	1.9	1.5	2.1	2.2	6.8	6.9	7.0	7.1	7.3	7.6	7.9
Wood	43	0.4	0.4	0.4	0.6	1.6	1.1	1.3	1.2	1.1	1.4	0.7	0.8	0.9	1.0	0.9	0.9	0.9
Other	-	10.7	3.8	1.1	2.5	7.2	8.5	9.2	9.3	9.3	10.6	5.4	4.8	4.2	3.7	3.8	3.9	4.1
DOC	-	17.8	18.5	18.7	19.6	16.4	15.9	15.8	16.0	16.0	15.7	16.5	16.5	16.5	16.5	16.7	16.9	17.1

Note:
Data on waste composition: Early 60s, 70s and 80s data refer to Fernandes, A Pastor (1982), "RSU do Continente - um Guia para Orientação e Inform. Das Autarquias", LNETI. Early 90s: estimates from interpolation. Mid 90s: data refer to 1994; DGA. 2000 and since 2010: APA
DOC content: IPCC defaults.

6.2.1.2.1.3 Other parameters

The value of landfill gas generation rate constant (k) depends on several factors as the composition of the waste and the conditions of the SWDS (e.g. climatic conditions).

This parameter is related to the time taken for the DOCm (Degradable Organic Matter) in waste to decay to half its initial mass (´half life´ or $t_{1/2}$) as follows: k = ln2 / $t_{1/2}$. The k value considered was 0.07 (half life of about 10 years), which represents a higher decay rate compared to the k default value proposed by the IPCC 2000 (0.05 - half life of about 14 years).

The k value used was estimated as a function of the national climatic conditions, using a Geographic Information System. A geographic database with the universe Landfill Sites (SWDS) licensed in Portugal was crossed with cartography on the following climatological variables: a) Annual Potential Evapotranspiration (PET); 2) Mean Annual Temperature (MAT); 3) Mean Annual Precipitation (MAP) (from IPMA). Each SWDS was classified according to the climatic conditions and a corresponding k value, based on the recommended default methane generation rate (k) values from 2006 IPCC (Table 3.3, Chapter 3: SWD).

The 0.07 refer to the average conditions of the overall SWDS.

6.2.1.2.2 Industrial waste

6.2.1.2.2.1 Quantities of waste landfilled

Industrial wastes considered refer only to the fermentable part of industrial waste.

The first set of data on industrial waste disposal refer to the year 1999. This data was collected via an annual registry of industrial declarations received from the regional environment directorates (CCDR).

Historical data on industrial production was collected from INE (National Statistical Office) for the economic sectors responsible for most of organic waste generated and deposited in land (food and beverage, pulp and paper, wood and cork, textile, clothing, leather) aiming to establish annual growing rates that could indicate the evolution of industrial waste production.

An annual average growing rate was determined for the period 1970-1998 for each of these sectors and for a category “Other” aggregating the remaining activities generating organic waste. These growing rates were applied to the whole period 1960-1998 to estimate the annual organic industrial waste quantities deposited on land.

Table 6-3: Estimated average annual growing rates for the period 1970-1998

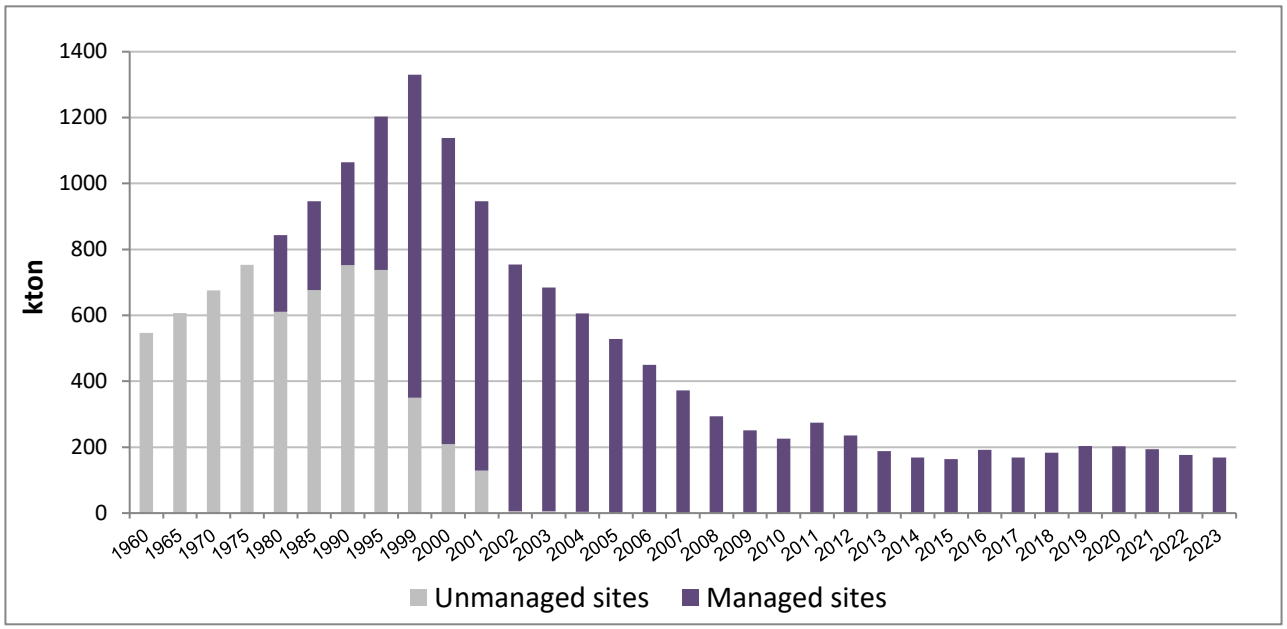
Activity sectors	Industrial organic waste deposited on land in 1999		Growing rates Annual average 1970-1998
	(ton)	(%)	(%)
Food, beverage and tobacco	908,745	68%	1.8%
Textile, clothing, leather and leather products	228,810	17%	5.0%
Wood, pulp, paper and cardboard industry and its articles and printing	117,493	9%	2.6%
Other	74,756	6%	5.0%
TOTAL	**1,329,803**	**100%**	**2.6%**

Data for the years 1999, 2002 and 2003 refer to the annual registries data. The years 2000 and 2001 refer to estimates based on the interpolation of 1999 and 2002 data, and the 2004-2007 period to an interpolation of 2003 and 2008 data.

Data from 2008 onwards refer to data collected via SIRER (Integrated System for Electronic Registry on Waste), first in SIRAPA (2008-2011) and, since 2012, in the SILIAMB electronic platform. After data collection

and the respective validation at APA, I.P., data is handled by INE (National Statistical Office) according to the organisation of the information required by the Waste Statistics Regulation (Regulation (EC) no. 2150/2002).

As there is no available information concerning industrial waste treatment for the earlier years, it was assumed that all estimated waste produced have followed the municipal disposal pattern between uncontrolled and controlled SWDS.

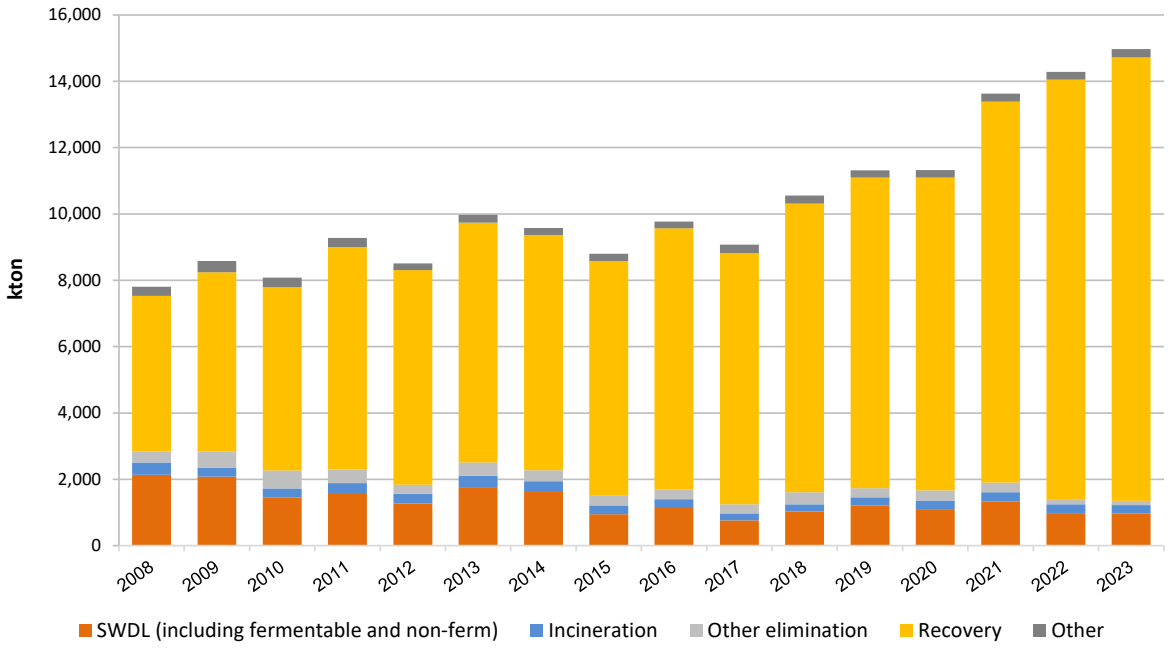


Source: APA

Figure 6-5: Quantities of fermentable industrial waste disposed to SWDS

The fluctuations of industrial waste amounts disposed in landfills, as shown in the figure above, are due among other factors to waste diversion from landfill to other treatment methods or destinations, such as shipping abroad and recycling.

Next figure presents the evolution of all industrial waste treatment types since 2008. From 2008 to 2023 as the total amount of industrial waste increased from 7.81 Mt in 2008 to 14.97 Mt in 2023, the amount disposed in SWDS decreased from 2.14 Mt in 2008 to 0.977 Mt in 2023 as the recovery of waste increased from 4.69 Mt in 2008 to 13.37 Mt in 2023.



Notes:
Other elimination - includes biological and physio-chemical treatment not specified.
Recovery– includes regeneration, and recycling etc.
Other – storage before other treatments.
Source: APA/INE

Figure 6-6: Total industrial waste by treatment types

6.2.1.2.2.2 Methane generation

Data on DOC varies according to the available information on industrial waste composition and includes estimates based on interpolation for missing years.

Until 2003 the inventory considered data from the waste registries at a disaggregated level of 6 digits of the European Waste List Decision - 2000/532/EC, by treatment/destiny type. Based on these categories, a selection was done in order to consider the categories containing fermentable waste, and each of the categories selected was classified according to a group/DOC value.

Since 2008, data refer to the National Waste Registry that collects data via the SIRER's Integrated Waste Registration Map – MIRR at SIRAPA (2008-2011) and SILiAmb electronic platform (since 2012). Data provided by waste operators under this registry are treated subsequently by the INE (National Statistical Institute).

Table 6-4: Industrial organic waste composition and DOC

Waste groups (EWC-Stat/Version 4)	DOC (0..1)	Unit	*1960-99*	1999	2000	*2001*	2002	2003	2004	2005	2006	2007	2008	2009	2010
			ton												
Health care and biological wastes (05)	0.15	wet waste		98			1	2					7,886	8,586	9,605
Paper and cardboard (07.2)	0.40	wet waste		778,422			58,383	278,007					2,320	3,449	1,325
Wood 07.5)	0.43	wet waste		155,142			64,044	14,566					20,551	13,947	6,965
Textiles (07.6)	0.24	wet waste		63,384			326,329	38,530					30,227	21,777	23,218
Waste of food preparation and products (09.1)	0.15	wet waste		19,209			56,455	158,286					14,485	10,604	9,788
Garden waste, park waste or other non-food organic putrescibles (09	0.20	wet waste		77,269			208,965	172,135					22,441	6,782	6,127
Household and similar wastes (10.1)	0.18	wet waste		-			-	-					70,432	63,690	43,978
Mixed and undifferentiated materials (10.21, 10.22)	0.23	wet waste		-			-	-					17,736	16,444	16,644
Screening waste (10.3)	0.11	wet waste		-			-	-					6	14	0
Sludge (03.2, 03.3, 11)	0.13	wet waste		236,280			39,759	22,687					107,577	105,255	107,934
Total fermentable waste disposed on land	-		*estimates*	**1,329,803**	***1,137,848***	***945,893***	**753,937**	**684,214**	***606,103***	***527,993***	***449,882***	***371,772***	**293,661**	**250,547**	**225,583**
DOC (weighted average)	-		***0.332***	**0.332**	***0.303***	***0.274***	**0.245**	**0.274**	***0.257***	***0.240***	***0.223***	***0.205***	**0.188**	**0.181**	**0.171**

Waste groups (EWC-Stat/Version 4)	DOC (0..1)	Unit	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
			ton												
Health care and biological wastes (05)	0.15	wet waste	10,702	27,109	3,882	813	656	486	495	94	90	91	667	84	941
Paper and cardboard (07.2)	0.40	wet waste	1,178	797	385	314	206	349	287	300	284	337	231	486	151
Wood 07.5)	0.43	wet waste	5,326	3,394	1,190	593	869	1,003	3,273	4,037	2,864	1,361	2,080	1,526	556
Textiles (07.6)	0.24	wet waste	21,022	14,708	14,288	13,609	12,156	14,618	12,939	14,790	18,299	14,353	13,375	13,283	9,414
Waste of food preparation and products (09.1)	0.15	wet waste	8,887	11,186	10,320	10,871	5,919	4,860	3,464	4,291	4,036	5,386	4,378	2,797	4,201
Garden waste, park waste or other non-food organic putrescibles (09	0.20	wet waste	10,349	6,035	3,601	4,615	6,980	4,138	3,909	4,631	5,508	7,313	5,738	4,236	4,694
Household and similar wastes (10.1)	0.18	wet waste	96,329	49,762	35,743	32,135	29,435	26,085	30,682	36,906	40,151	46,378	45,172	49,436	57,275
Mixed and undifferentiated materials (10.21, 10.22)	0.23	wet waste	15,563	10,639	10,108	10,513	10,836	11,235	11,099	17,408	27,544	24,741	27,704	27,878	20,179
Screening waste (10.3)	0.11	wet waste	0	336	3,579	99	382	368	278	709	1,010	430	93	697	1,597
Sludge (03.2, 03.3, 11)	0.13	wet waste	104,565	111,771	104,594	94,875	96,621	129,040	102,307	100,284	103,190	101,755	93,829	76,212	69,835
Total fermentable waste disposed on land	-		**273,921**	**235,735**	**187,689**	**168,437**	**164,059**	**192,181**	**168,734**	**183,448**	**202,977**	**202,144**	**193,266**	**176,636**	**168,843**
DOC (weighted average)	-		**0.171**	**0.160**	**0.156**	**0.157**	**0.157**	**0.152**	**0.160**	**0.165**	**0.168**	**0.165**	**0.168**	**0.172**	**0.167**

Notes:
a) DOC values: IPCC.
b) Data on italics: estimates. Emission factors and other parameters

Both data sets, before 2003 and after 2008, are reported according to the European Waste list (LoW) and refer to substance oriented waste groups. Based on these categories, a selection was done in order to consider the categories containing fermentable waste, and each of the selected categories was classified according to a group/DOC value: paper, textiles, garden and other non-food organic putrescible waste, food waste, wood or straw, etc.

In both data sets, the transposition of the information between the European list of waste (LoW) and the EWC Stat classifications is done according to the stipulated in annex III of the waste statistics regulation (Reg. 849/2010, annex III), and thus consistency is considered to exist among waste groups.

The fraction “mixed and undifferentiated materials” refer to Mixed packaging which includes essentially composite packaging and mixed packaging, respectively, category 15 01 05 and 15 01 06 of the European list of waste (LoW). The DOC value was established considering equal proportions for each of these waste sub-types, and assuming the average composition (% of weight) for composite packaging as: 75% cardboard, 20% polyethylene and 5% aluminium (http://www.protegeoqueebom.pt/2010/02/18/embalagens-de-cartao-para-liquidos/); and mixed packaging as 20% for each fraction: paper, glass, plastic, metal and wood.

For the category “Screening waste”, the DOC value was estimated on the basis of the composition of rejected waste disposed into landfills, considering two thirds of the fractions as inerts materials and one third as biogenic.

Total amounts of organic industrial waste and associated DOC values refer to estimates based on interpolation for the years: 2000, 2001 (interpolation of 1999 and 2002 data); and 2004-2007 (interpolation of 2003 and 2008 data). The amounts of waste for the previous decades (1960-1998) were calculated considering annual growth rates as explained previously. Since 2008, data are provided by the waste operators and reported in the National Waste Registry.

DOC values used in the calculations resulted from weighted averages based on the quantities reported for each EWC category considered and the respective assigned DOC and refer to disposal on land.

6.2.2 NH3 emissions from Solid Waste Disposal Sites (SWDS)

NH_3 emissions are calculated on the basis of CH_4 emission values (calculated under UNFCCC), using the NH_3/CH_4 ratio proposed by Eggleston (1992), i.e. 0.0073 kg NH_3/kg CH_4.

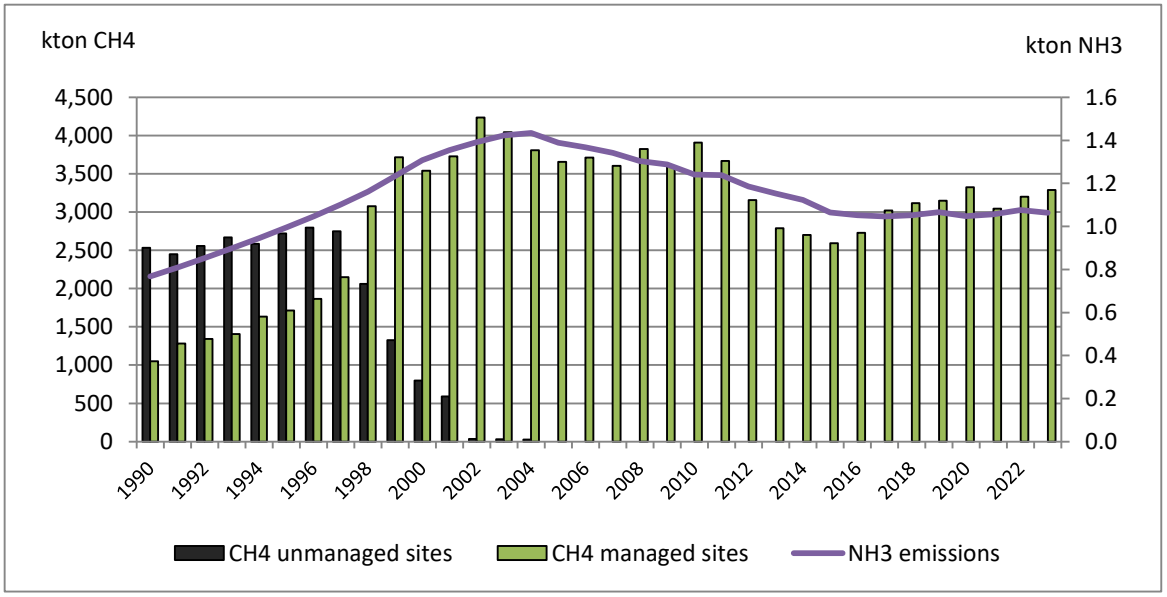


Figure 6-7: Emissions of CH4 and NH3 (municipal and non-municipal)

6.2.3 Emissions from landfill gas and other biogas burning (NFR 5.A)

The capture and burning of landfill gas and biogas (e.g. from sewage sludge) is used for energy purposes or flaring (without energy recovery). Both situations are accounted in this category.

6.2.3.1 Methodology

Emissions from the combustion of landfill gas and biogas with and without energy recovery have been estimated using emission factors based on the energy or the mass of the biogas consumed (combusted).

6.2.3.2 Activity data and parameters

Table 6-5: Activity data, emission factors and emissions resulting from landfill gas and biogas combusted

Quantities of landfill gas and biogas combusted			2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
	Electrical production a)	GJ	38,031	28,056	30,216	24,647	146,555	342,822	317,318	536,868	787,149	968,432	1,261,021	1,668,286	2,051,425	2,335,114	2,575,738	2,984,082	2,621,564	2,741,127	2,598,224	2,525,505	2,581,348	2,716,054	2,614,589	2,553,019
	Flaring b)	GJ	-	-	-	-	-	266,085	440,544	420,404	416,178	356,085	287,131	60,069	*58,012*	*55,954*	*53,896*	30,104	71,515	15,139	22,987	37,915	56,837	2,143	33,388	33,006

Emission factors			
	NOx	g/GJ	74
	NMVOC	g/GJ	23
	CO	g/GJ	29
	SOx	g/GJ	0.67
	TSP	g/GJ	0.78
	PM10	g/GJ	0.78
	PM2.5	g/GJ	0.78
	BC	% PM2.5	4
	Pb	mg/GJ	0.011
	Cd	mg/GJ	0.0009
	Hg	mg/GJ	0.54
	As	mg/GJ	0.1
	Cr	mg/GJ	0.013
	Cu	mg/GJ	0.0026
	Ni	mg/GJ	0.013
	Se	mg/GJ	0.058
	Zn	mg/GJ	0.73
	DioxFur	nano g TEQ/GJ	0.52
	PAHs	microg/GJ	5.8

(cont.)

Emissions with energy recovery (CRF 1A1a)			2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
	NOx	ton	2.814	2.076	2.236	1.824	10.845	25.369	21.833	43.069	61.125	65.119	84.799	128.236	163.968	191.300	216.337	218.627	208.297	226.307	217.437	212.783	218.766	232.132	220.163	217.558
	NMVOC	ton	0.875	0.645	0.695	0.567	3.371	7.885	6.786	13.386	18.998	20.240	26.356	39.857	50.963	59.458	67.240	67.952	64.741	70.339	67.582	66.135	67.995	72.149	68.429	67.619
	CO	ton	1.103	0.814	0.876	0.715	4.250	9.942	8.556	16.878	23.954	25.519	33.232	50.255	64.258	74.969	84.781	85.678	81.630	88.688	85.212	83.388	85.733	90.971	86.280	85.259
	SOx	ton	0.025	0.019	0.020	0.017	0.098	0.230	0.198	0.390	0.553	0.590	0.768	1.161	1.485	1.732	1.959	1.979	1.886	2.049	1.969	1.927	1.981	2.102	1.993	1.970
	TSP	ton	0.030	0.022	0.024	0.019	0.114	0.267	0.230	0.454	0.644	0.686	0.894	1.352	1.728	2.016	2.280	2.304	2.196	2.385	2.292	2.243	2.306	2.447	2.321	2.293
	PM10	ton	0.030	0.022	0.024	0.019	0.114	0.267	0.230	0.454	0.644	0.686	0.894	1.352	1.728	2.016	2.280	2.304	2.196	2.385	2.292	2.243	2.306	2.447	2.321	2.293
	PM2.5	ton	0.030	0.022	0.024	0.019	0.114	0.267	0.230	0.454	0.644	0.686	0.894	1.352	1.728	2.016	2.280	2.304	2.196	2.385	2.292	2.243	2.306	2.447	2.321	2.293
	BC	ton	0.001	0.001	0.001	0.001	0.005	0.011	0.009	0.018	0.026	0.027	0.036	0.054	0.069	0.081	0.091	0.092	0.088	0.095	0.092	0.090	0.092	0.098	0.093	0.092
	Pb	ton	0.000000	0.000000	0.000000	0.000000	0.000002	0.000004	0.000003	0.000006	0.000009	0.000011	0.000014	0.000018	0.000023	0.000026	0.000028	0.000033	0.000029	0.000030	0.000029	0.000028	0.000028	0.000030	0.000029	0.000028
	Cd	ton	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000001	0.000001	0.000001	0.000002	0.000002	0.000002	0.000002	0.000003	0.000002	0.000002	0.000002	0.000002	0.000002	0.000002	0.000002	0.000002
	Hg	ton	0.000021	0.000015	0.000016	0.000013	0.000079	0.000185	0.000171	0.000290	0.000425	0.000523	0.000681	0.000901	0.001108	0.001261	0.001391	0.001611	0.001416	0.001480	0.001403	0.001364	0.001394	0.001467	0.001412	0.001379
	As	ton	0.000004	0.000003	0.000003	0.000002	0.000015	0.000034	0.000032	0.000054	0.000079	0.000097	0.000126	0.000167	0.000205	0.000234	0.000258	0.000298	0.000262	0.000274	0.000260	0.000253	0.000258	0.000272	0.000261	0.000255
	Cr	ton	0.000000	0.000000	0.000000	0.000000	0.000002	0.000004	0.000004	0.000007	0.000010	0.000013	0.000016	0.000022	0.000027	0.000030	0.000033	0.000039	0.000034	0.000036	0.000034	0.000033	0.000034	0.000035	0.000034	0.000033
	Cu	ton	0.000000	0.000000	0.000000	0.000000	0.000000	0.000001	0.000001	0.000001	0.000002	0.000003	0.000003	0.000004	0.000005	0.000006	0.000007	0.000008	0.000007	0.000007	0.000007	0.000007	0.000007	0.000007	0.000007	0.000007
	Ni	ton	0.000000	0.000000	0.000000	0.000000	0.000002	0.000004	0.000004	0.000007	0.000010	0.000013	0.000016	0.000022	0.000027	0.000030	0.000033	0.000039	0.000034	0.000036	0.000034	0.000033	0.000034	0.000035	0.000034	0.000033
	Se	ton	0.000002	0.000002	0.000002	0.000001	0.000009	0.000020	0.000018	0.000031	0.000046	0.000056	0.000073	0.000097	0.000119	0.000135	0.000149	0.000173	0.000152	0.000159	0.000151	0.000146	0.000150	0.000158	0.000152	0.000148
	Zn	ton	0.000028	0.000020	0.000022	0.000018	0.000107	0.000250	0.000232	0.000392	0.000575	0.000707	0.000921	0.001218	0.001498	0.001705	0.001880	0.002178	0.001914	0.002001	0.001897	0.001844	0.001884	0.001983	0.001909	0.001864
	DioxFur	g I-TEQ	0.000020	0.000015	0.000016	0.000013	0.000076	0.000178	0.000165	0.000279	0.000409	0.000504	0.000656	0.000868	0.001067	0.001214	0.001339	0.001552	0.001363	0.001425	0.001351	0.001313	0.001342	0.001412	0.001360	0.001328
	PAHs	ton	0.000000	0.000000	0.000000	0.000000	0.000001	0.000002	0.000002	0.000003	0.000005	0.000006	0.000007	0.000010	0.000012	0.000014	0.000015	0.000017	0.000015	0.000016	0.000015	0.000015	0.000015	0.000016	0.000015	0.000015
Emissions without energy recovery (CRF 5A)			**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**
	NOx	ton	-	-	-	-	-	19.690	32.600	31.110	30.797	26.350	21.248	4.445	4.293	4.141	3.988	2.228	5.292	1.120	1.701	2.806	4.206	0.159	2.471	2.442
	NMVOC	ton	-	-	-	-	-	6.120	10.133	9.669	9.572	8.190	6.604	1.382	1.334	1.287	1.240	0.692	1.645	0.348	0.529	0.872	1.307	0.049	0.768	0.759
	CO	ton	-	-	-	-	-	7.716	12.776	12.192	12.069	10.326	8.327	1.742	1.682	1.623	1.563	0.873	2.074	0.439	0.667	1.100	1.648	0.062	0.968	0.957
	SOx	ton	-	-	-	-	-	0.178	0.295	0.282	0.279	0.239	0.192	0.040	0.039	0.037	0.036	0.020	0.048	0.010	0.015	0.025	0.038	0.001	0.022	0.022
	TSP	ton	-	-	-	-	-	0.208	0.344	0.328	0.325	0.278	0.224	0.047	0.045	0.044	0.042	0.023	0.056	0.012	0.018	0.030	0.044	0.002	0.026	0.026
	PM10	ton	-	-	-	-	-	0.0016	0.0027	0.0026	0.0025	0.0022	0.0017	0.0004	0.0004	0.0003	0.0003	0.0002	0.0004	0.0001	0.0001	0.0002	0.0003	0.0000	0.0002	0.0002
	PM2.5	ton	-	-	-	-	-	0.0016	0.0027	0.0026	0.0025	0.0022	0.0017	0.0004	0.0004	0.0003	0.0003	0.0002	0.0004	0.0001	0.0001	0.0002	0.0003	0.0000	0.0002	0.0002
	BC	ton	-	-	-	-	-	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
	Pb	ton	-	-	-	-	-	0.000003	0.000005	0.000005	0.000005	0.000004	0.000003	0.000001	0.000001	0.000001	0.000001	0.000000	0.000001	0.000000	0.000000	0.000000	0.000001	0.000000	0.000000	0.000000
	Cd	ton	-	-	-	-	-	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
	Hg	ton	-	-	-	-	-	0.000144	0.000238	0.000227	0.000225	0.000192	0.000155	0.000032	0.000031	0.000030	0.000029	0.000016	0.000039	0.000008	0.000012	0.000020	0.000031	0.000001	0.000018	0.000018
	As	ton	-	-	-	-	-	0.000027	0.000044	0.000042	0.000042	0.000036	0.000029	0.000006	0.000006	0.000006	0.000005	0.000003	0.000007	0.000002	0.000002	0.000004	0.000006	0.000000	0.000003	0.000003
	Cr	ton	-	-	-	-	-	0.000003	0.000006	0.000005	0.000005	0.000005	0.000004	0.000001	0.000001	0.000001	0.000001	0.000000	0.000001	0.000000	0.000000	0.000000	0.000001	0.000000	0.000000	0.000000
	Cu	ton	-	-	-	-	-	0.000001	0.000001	0.000001	0.000001	0.000001	0.000001	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
	Ni	ton	-	-	-	-	-	0.000003	0.000006	0.000005	0.000005	0.000005	0.000004	0.000001	0.000001	0.000001	0.000001	0.000000	0.000001	0.000000	0.000000	0.000000	0.000001	0.000000	0.000000	0.000000
	Se	ton	-	-	-	-	-	0.000015	0.000026	0.000024	0.000024	0.000021	0.000017	0.000003	0.000003	0.000003	0.000003	0.000002	0.000004	0.000001	0.000001	0.000002	0.000003	0.000000	0.000002	0.000002
	Zn	ton	-	-	-	-	-	0.000194	0.000322	0.000307	0.000304	0.000260	0.000210	0.000044	0.000042	0.000041	0.000039	0.000022	0.000052	0.000011	0.000017	0.000028	0.000041	0.000002	0.000024	0.000024
	DioxFur	g I-TEQ	-	-	-	-	-	0.000138	0.000229	0.000219	0.000216	0.000185	0.000149	0.000031	0.000030	0.000029	0.000028	0.000016	0.000037	0.000008	0.000012	0.000020	0.000030	0.000001	0.000017	0.000017
	PAHs	ton	-	-	-	-	-	0.0000015	0.0000026	0.0000024	0.0000024	0.0000021	0.0000017	0.0000003	0.0000003	0.0000003	0.0000003	0.0000002	0.0000004	0.0000001	0.0000001	0.0000002	0.0000003	0.00000001	0.00000019	0.00000019

Notes:
DGEG data
Data refer to landfill gas flared without energy recovery. APA data.

6.3 Biological Treatment of Waste - Composting (NFR 5.B.1) and Anaerobic Digestion (NFR 5.B.2)

This category refers to composting and anaerobic digestion of municipal organic waste. Furthermore, this submission includes, for the first time, composting of non-MSW (e.g. industrial organic waste, forest and garden waste). Emissions from home composting are not included as no reliable data exits on this activity.

After the period 1995-2002, which was characterized by a significant increase in MSW deposition capacity in landfills and incineration with energy recovery, the country has been investing in organic recovery infrastructures (Municipal Waste Management Systems – SGRU) to meet the objectives of the Directive Landfills. In 2002 there were 5 composting units, while in 2021, the number rose to 24 organic recovery units distributed throughout the country. Out of these, 19 units refer to mechanical and biological treatment and 5 to recovery organic units (biological treatment infrastructures for waste from selective collection).

Non-municipal waste facilities with a capacity exceeding 75 tons/day for biological treatment activity (composting) (category 5.3 b) i) of Annex I) are covered by the regime of industrial emissions applicable to the prevention and integrated control of pollution (IPCC), established by the Decree-Law No. 127/2013, of 30 August. The inventory included for the first time in this submission the information reported under this regime from 6 facilities.

Anaerobic digestion started in 2006.

Furthermore, this inventory includes emissions from anaerobic digestion of manure, that is consider existing in Portugal since 2010.

6.3.1 NH3 and CO emissions

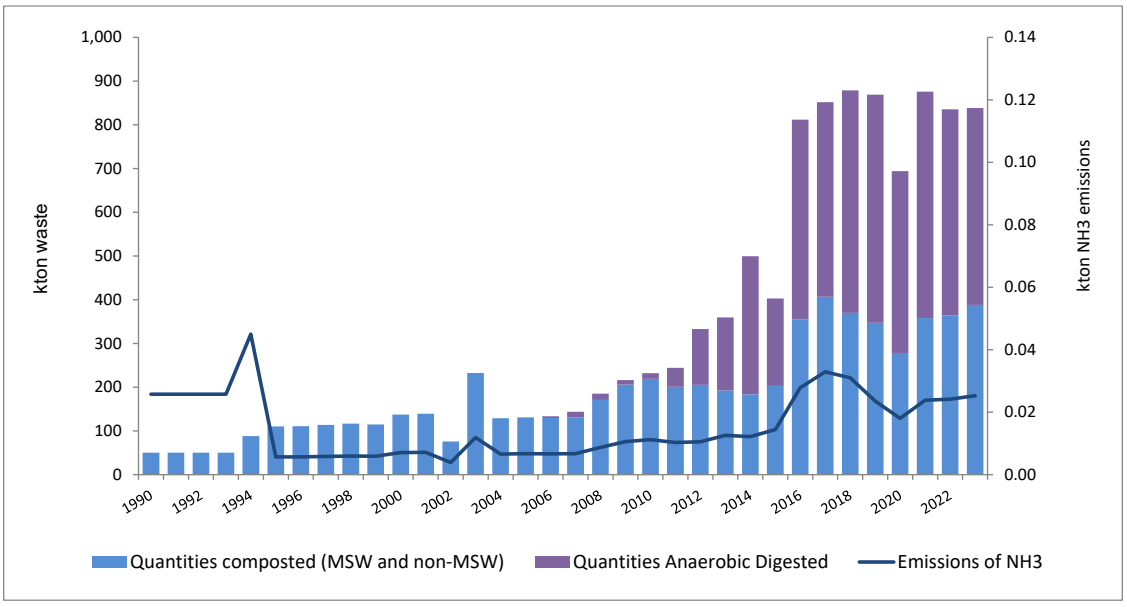
6.3.1.1 Methodology

Emission estimates follow Tier 2 approach for composting indicated in the EMEP/EEA 2019 Guidebook. Anaerobic digestion is based on Tier 1 method proposed by the EMEP/EEA 2019 Guidebook and in some country specific parameters concerning AD for manure.

6.3.1.2 Activity data

The activity level for past years is based on estimated data as previously explained (section 6.2.1.2.1.1). Data for recent years refer to data collected from municipal management systems, and non-municipal waste facilities covered by the prevention and integrated control of pollution (IPCC) regime. Data was disagretated according to 3 waste types: organic, garden and park and biogenic mixed materials (Annex E Waste Table 3: Quantities of municipal and non-municipal waste composted by type).

According to the information collected from the 2019 General Agricultural Census/ Statistical Office (INE) anaerobic digestion of manure exists in Portugal at present. The information from this last Agriculture Census showed however that the number of farms and livestock installations is small. According to the previous Agriculture Census (2009) this activity did not occur. We have used the percentage of animals by category connected to AD in relation to the number of animals in Portugal in 2019, to estimate data for previous years (2010 onwards).



Source:APA

Figure 6-8: Quantities of municipal and non-municipal waste composted/ Digested and related NH3 emissions

6.3.1.3 Emission factors

Emission factors considered are presented in the next table and refer to organic, garden and park and biogenic mixed materials.

Table 6-6: Emission factors for composting

Waste type	Pollutant	Unit	Value	Source
Organic	NH_3	kg/Mg waste	0.24	2019 EEA Guidebook/ Biological treatment of waste – composting - Table 3-1
Garden and park	NH_3	kg/Mg waste	0.66	2019 EEA Guidebook/ Biological treatment of waste – composting - Table 3-2
	CO	kg/Mg waste	0.56	2019 EEA Guidebook/ Biological treatment of waste – composting - Table 3-2
Mixed	NH_3	kg/Mg waste	0.45	Estimates (average organic and Garden&park)

An abatement efficiency of 90% for compost production using a bio-filter was considered for approximately 100% of MSW composting plants, while the non-municipal composting plants refer to outdoor composting plants (0% of emission control with bio-filters).

The Tier 1 approach estimates the emissions from anaerobic digestion from the total annual amount of N in feedstock, and an EF NH3-N related to N in feedstock.

Table 6-7: Ammonia emission factors for anaerobic digestion at biogas facilities

	Value	Source
EF (kg NH3-N per kg N in feedstock)	0.0275	2019 EEA Guidebook (Tier 1)
N content of fresh matter (kg kg–1) in Municipal organic waste	0.0068	2019 EEA Guidebook (Tier 1)

The composition and the N-content of the feedstock considered in anaerobic digestion refer to to the municipal organic waste value proposed by the 2019 EEA Guidebook.

The N-content in feedstock related to anaerobic digestion of manure is calculated base on N excretion per animal and the number of animals connected to AD, as presented in the following figures. The weighted average of N excreted decreases along the time series as a result of the growing preponderance of anaerobic digestion in the treatment of manure from broilers (smaller N excretion rate).

6.4 Waste Incineration (NFR 5.C)

Waste incineration originates emissions of several pollutants. The inventory includes estimates for SO_2, NO_x, NMVOC, CO, NH_3, Particulates and Heavy Metals emissions from the incineration of waste. Furthermore, these sources are also relevant in terms of Dioxins and Furans, PAHs, HCB and PCBs emissions.

The IPCC GPG determines that emissions from incineration with energy recovery should be reported in the energy sector (sub-category 1A1a Public electricity and heat production).

Incineration of municipal waste (MSW) in Portugal takes place in four modern units (two in Portugal Mainland) where energy is recovered, and thus these emissions are accounted for in the energy sector. The incineration of healthcare waste occurs without energy recovery and is therefore allocated to the waste sector. Emissions from incineration of industrial waste with energy recovery occurring in some industrial plants (cement units) are reported in Energy sector 1A2.

The incineration of other waste, such as healthcare or industrial waste that occurs without energy recovery, is therefore allocated to the waste sector. Nevertheless, as the methodology applies for both situations (with and without energy recover) to avoid a double description, it is presented only once in this sub-section.

Emissions from cremation are also quantified.

Following the 2022 NECD review, Portugal reallocated emissions from residues burning of vineyard, olive trees or orchard, previously reported in the agriculture sector, to category 5C2. To avoid repetition, the methodological description of this issue is considered in the category 3F chapter where emissions from in place field burning (e.g. stubble burning) are included.

6.4.1 Methodology

Emissions were estimated as the product of the mass of total waste combusted, and an emission factor for the pollutant emitted per unit mass of waste incinerated.

$$\text{Non-}CO_2 \text{ emissions (Gg/yr)} = \sum_i (IW_i * EF_i) * 10^{-6}$$

Where:

IW_i = Amount of incinerated waste of type i (Gg/yr)

EF_i = Aggregate pollutant emission factor for waste type i (kg pollutant/Gg)

6.4.2 Activity data

6.4.2.1 Industrial waste incineration (NFR 5.C.1.b.i)

Data refer to incineration of industrial waste in industrial units collected in APA. Data for the years 1999, 2002 and 2003 refer to industrial units declarations. Data for the period 1990-98 are based on the same assumptions used for Industrial Solid Waste Disposed on Land: a per year growth rate of 2%.

Data for the years 1999, 2002 and 2003 refer to the annual registries data. The years 2000 and 2001 refer to estimates based on the interpolation of 1999 and 2002 data, and the 2004-2007 period to an interpolation of 2003 and 2008 data.

Data from 2008 onwards refer to data collected via SIRER (Integrated System for Electronic Registry on Waste) in the SILiAMB electronic platform. After data collection and the respective validation at APA, I.P.,

data is handled by the INE (National Statistical Office according to the organisation of the information required by the Waste Statistics Regulation (Regulation (EC) no. 2150/2002).

Source: APA (include estimates).

Figure 6-9: Quantities of combusted industrial waste

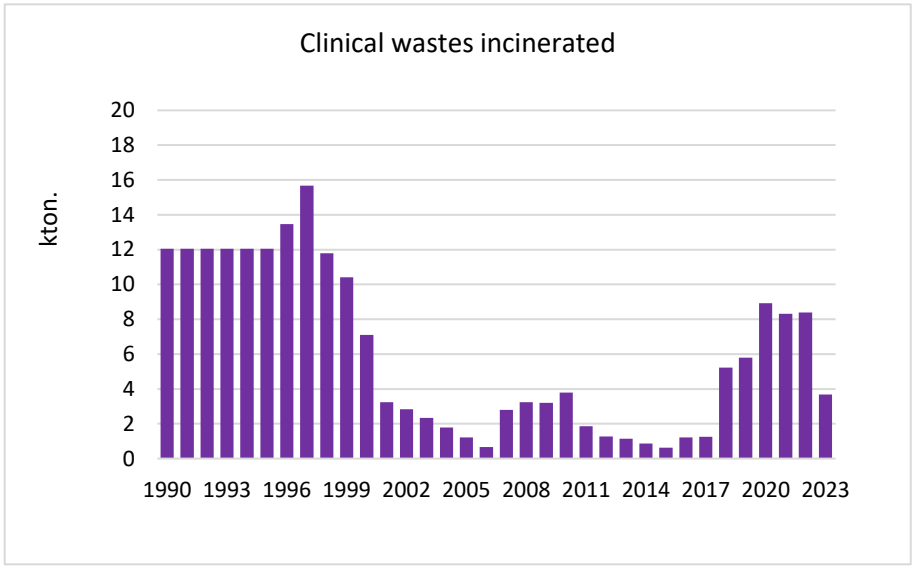
The fluctuations on the amounts of industrial waste incineration, as shown in the previous figure, results, at least partially, from the variation of fluxes to other treatments (landfilling, shipping abroad and recycling) as a consequence of the annual waste market demand.

6.4.2.2 Hazardous Waste Incineration (NFR 5.C.1.b.ii)

Emissions from hazardous waste incineration are included in 5C1bi Industrial waste incineration and are reported as 'included elsewhere (IE)'.

6.4.2.3 Healthcare waste (NFR 5.C.1.b.iii)

Data on healthcare waste incinerated refers to data declared in registry maps of public and private healthcare units (for human and animal), research centres and other units (e.g. piercings, tattoos). The quantities of healthcare waste incinerated decreased strongly in the years 2000s as shown in the next figure. Twenty-five incinerators were closed in recent years in Mainland Portugal, and only 1 remaining healthcare waste incinerator is operating since 2004. This infrastructure is nowadays closed.



Sources: APA; DGS.

Figure 6-10: Quantities of healthcare waste incinerated

At present, there are two healthcare incinerators in Portugal: the "Centro Integrado de Gestão de Resíduos da Chamusca (CIGR)", and the "Centro Integrado De Valorização E Tratamento De Resíduos Hospitalares E Industriais (CIVTRHI). With these two units, Portugal is now able to treat all group IV healthcare wastes, as well as medicine waste, animal by-products and other type of wastes that need destruction by incineration.

In the CIVTRHI, the thermic treatment process includes 2 phases. At a first stage, designated as pyrolysis, the waste is burnt in oxygen deficit conditions at temperatures from 650ºC to 800ºC. The resulting gases get into a second combustion chamber or thermal reactor where the gases suffer a new combustion reaching higher temperatures (minimum 1100ºC) during at least 2 seconds. These gases are then conducted into a boiler where they are cooled. After that, the gases suffer a dry treatment chemical process, in a contact reactor, through the direct injection of ammonia, lime and activated carbon in the gas flux. At the end, the gas is conducted into filters where the particulate matter is trapped.

6.4.2.4 Sewage sludge incineration (NFR 5.C.1.b.iv)

Emissions from sewage sludge incineration are included in 5C1bi Industrial waste incineration and in 1A1a MSW incineration with energy recovery and are reported as 'included elsewhere (IE)'.

6.4.2.4.1.1 Municipal waste (accounted in NFR 1.A.1.a)

In 1999, two incineration units, Valorsul and Lipor started to operate in an experimental regime, respectively in April and August 1999. Their industrial exploration started at the end of the same year or early January 2000. In 2001/2002, another unit started operating in the Autonomous region of Madeira, and more recently, at the end of 2015, one more in the Autonomous Region of Azores. These units are dedicated to the incineration of MSW which includes domestic and commercial waste.

The emissions from MSW incineration occur with energy recovery and are therefore accounted in the energy sector (category 1A1a).

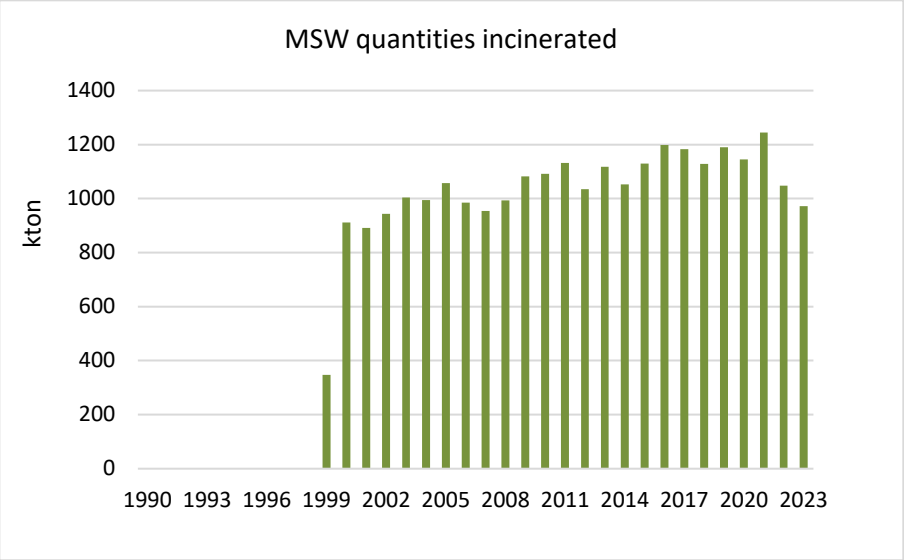


Figure 6-11: Quantities of Municipal Solid Waste incinerated

The incineration units considered are modern units using best available technologies, either concerning the abatement technologies or the incineration techniques used, which aim at the optimization of the combustion process, and consequently the minimisation of atmospheric pollutants.

The incineration process used refers to mass burning with heat recovery for steam and electricity production. The waste is burnt in a combustion grate at approximately 1000ºC. During the waste incineration process, high temperature gases are released. These gases remain at least 2 seconds in the combustion chambers at a minimum temperature of 850ºC.

After the passage in the recovery boiler, the produced steam is used for electric power generation; the cooled gases suffer several treatment processes to remove NO_x, acid gases, dioxins, furans, heavy metals and particulates.

Abatement technologies used include:

- NOx reduction system based on the ammonia or urea injection in the combustion chamber;
- semi-dry treatment process, consisting of a reactor, were spray fine droplets of an alkaline reagent (calcium hydroxide) are introduced to neutralise the acid gases;
- activated carbon injection to remove dioxins, furans and heavy metals;
- fabric filter for particulate removal.

6.4.3 Emission factors

Emission factors applied are either country-specific, being obtained from monitoring data in incineration units, or obtained from references US/AP42 or EMEP/CORINAIR.

Table 6-8: Emission factors of CLRTAP gases for incineration of Industrial Waste

Pollutants	Unit	EF	Source
SOx	kg/ton MSW	0.047	2023 EEA Guidebook (Tier 1 default EF)
NOx	kg/ton MSW	0.87	2023 EEA Guidebook (Tier 1 default EF)
NMVOC	kg/ton MSW	7.4	2023 EEA Guidebook (Tier 1 default EF)
CO	kg/ton MSW	0.07	2023 EEA Guidebook (Tier 1 default EF)
PST	kg/ton MSW	0.01	2023 EEA Guidebook (Tier 1 default EF)
PM10	kg/ton MSW	0.007	2023 EEA Guidebook (Tier 1 default EF)
PM2.5	kg/ton MSW	0.004	2023 EEA Guidebook (Tier 1 default EF)
BC	% of PM2.5	3.5	2023 EEA Guidebook (Tier 1 default EF)
Pb	g/ton MSW	1.3	2023 EEA Guidebook (Tier 1 default EF)
As	g/ton MSW	0.016	2023 EEA Guidebook (Tier 1 default EF)
Cd	g/ton MSW	0.1	2023 EEA Guidebook (Tier 1 default EF)
Cr	g/ton MSW	0.13	AP-42. Chp 2.1 (Refuse Combustion) a)
Hg	g/ton MSW	0.056	2023 EEA Guidebook (Tier 1 default EF)
Ni	g/ton MSW	0.14	2023 EEA Guidebook (Tier 1 default EF)
PCDD/ Fs	g TEQ/ton MSW	0.00035	2023 EEA Guidebook (Tier 1 default EF)
Total PAHs	g/ton MSW	0.02	2023 EEA Guidebook (Tier 1 default EF)
HCB	g/ton MSW	0.002	2023 EEA Guidebook (Tier 1 default EF)
PCB	g/ton MSW	2.59	EIIP: chapter 16 Open burning municipal waste; table 16.4-1; EF source: EPA, 1997

Notes:
a) Mass Burn Waterwall Combustor (MW/WW) with Eletrostatic Prec. And Semi-wet scrubber (same as Spray Dryier) SD/ESP

Table 6-9: Emission factors of CLRTAP gases from incineration of healthcare wastes: until 2004

Pollutants	Unit	EF	Source
SOx	kg/ton W	1.09	2019 EEA Guidebook (Tier 2, Uncontroled)
NOx	kg/ton W	1.78	2019 EEA Guidebook (Tier 2, Uncontroled)
COVNM	kg/ton W	0.7	2019 EEA Guidebook (Tier 2, Uncontroled)
CO	kg/ton W	1.48	2019 EEA Guidebook (Tier 2, Uncontroled)
NH3	kg/ton W	0.0043	Country measured data
Pb	kg/ton W	0.0364	2019 EEA Guidebook (Tier 2, Uncontroled)
PST	kg/ton W	2.33	2019 EEA Guidebook (Tier 2, Uncontroled)
PM10	% PST	65	2019 EEA Guidebook (Tier 2, Uncontroled)
PM2.5	% PST	43.3	2019 EEA Guidebook (Tier 2, Uncontroled)
BC	% PST	2.3	2019 EEA Guidebook (Tier 2, Uncontroled)
Cd	kg/ton W	0.00274	2019 EEA Guidebook (Tier 2, Uncontroled)
Hg	kg/ton W	0.0537	2019 EEA Guidebook (Tier 2, Uncontroled)
As	kg/ton W	0.000121	2019 EEA Guidebook (Tier 2, Uncontroled)
Cr	kg/ton W	0.000388	2019 EEA Guidebook (Tier 2, Uncontroled)
Cu	kg/ton W	0.0006	2007 guid CR, Plant type: controlled air; Abatem: uncontrolled; refª USEPA1998
Ni	kg/ton W	0.000295	2019 EEA Guidebook (Tier 2, Uncontroled)
DioxFur	g I-TEQ/ton W	0.04	2019 EEA Guidebook (Tier 2, Uncontroled)
PAH	g/ton W	0.00004	2019 EEA Guidebook (Tier 2, Uncontroled)
PCB	g/ton W	0.0233	2019 EEA Guidebook (Tier 2, Uncontroled)
HCB	g/ton W	0.1	2019 EEA Guidebook (Tier 2, Uncontroled)

Table 6-10: Emission factors of CLRTAP gases from incineration of healthcare wastes: after 2005

Pollutants	Unit	EF	Efficiency	Source
SOx	kg/ton W	0.0872	92.0%	2019 EEA Guidebook (Tier 2, Controled by various types of abatement)
NOx	kg/ton W	1.78	-	2019 EEA Guidebook (Tier 2, Uncontroled)
COVNM	kg/ton W	0.7	-	2019 EEA Guidebook (Tier 2, Uncontroled)
CO	kg/ton W	1.48	-	2019 EEA Guidebook (Tier 2, Uncontroled)
NH3	kg/ton W	0.0043	-	Country measured data
Pb	kg/ton W	0.002002	94.5%	2019 EEA Guidebook (Tier 2, Controled by various types of abatement)
PST	kg/ton W	0.233	90.0%	2019 EEA Guidebook (Tier 2, Controled by various types of abatement)
PM10	% PST	65	-	-
PM2.5	% PST	43.3	-	-
BC	% PST	2.3	-	-
Cd	kg/ton W	0.0001096	96.0%	2019 EEA Guidebook (Tier 2, Controled by various types of abatement)
Hg	kg/ton W	0.001611	97.0%	2019 EEA Guidebook (Tier 2, Controled by various types of abatement)
As	kg/ton W	0.00000121	99.0%	2019 EEA Guidebook (Tier 2, Controled by various types of abatement)
Cr	kg/ton W	0.00001552	96.0%	2019 EEA Guidebook (Tier 2, Controled by various types of abatement)
Cu	kg/ton W	0.000246	59.0%	2019 EEA Guidebook (Tier 2, Controled by various types of abatement)
Ni	kg/ton W	0.000295	-	2019 EEA Guidebook (Tier 2, Uncontroled)
DioxFur	g I-TEQ/ton W	0.0004	99.0%	2019 EEA Guidebook (Tier 2, Batch type conversion, good APC)
PAH	g/ton W	0.00004	-	2019 EEA Guidebook (Tier 2, Uncontroled)
PCB	g/ton W	0.0233	-	2019 EEA Guidebook (Tier 2, Uncontroled)
HCB	g/ton W	0.1	-	2019 EEA Guidebook (Tier 2, Uncontroled)

Table 6-11: Emission factors of CLRTAP gases from incineration of MSW

Pollutants	Unit	EF	Source
SOx	kg/ton MSW	[0.0152 - 0.0743]	Plant Specific (Monitoring Data)
NOx	kg/ton MSW	[0.444 - 1.2069]	Plant Specific (Monitoring Data)
COVNM	kg/ton MSW	[0.0006 - 0.0059]	Plant Specific (Monitoring Data); 2023 EEA Guidebook (Tier 1); Nielsen et al. (2010)
CO	kg/ton MSW	[0.0075 - 0.0708]	Plant Specific (Monitoring Data)
NH3	kg/ton MSW	[0.0013 - 0.0354]	Plant Specific (Monitoring Data)
Pb	kg/ton MSW	[0 - 0.0003]	Plant Specific (Monitoring Data)
PST	kg/ton MSW	[0.0012 - 0.0174]	Plant Specific (Monitoring Data)
PM10	kg/ton MSW	[0.0012 - 0.0174]	Guidebook (2006)
PM2.5	kg/ton MSW	[0.0012 - 0.0174]	Guidebook (2006)
BC	% of PM2.5	3.5	2023 EEA Guidebook (Olmez et al. (1988))
Cd	kg/ton MSW	[0.0000007 - 0.0000117]	Plant Specific (Monitoring Data)
Hg	kg/ton MSW	[0.0000072 - 0.000033]	Plant Specific (Monitoring Data)
As	g/ton MSW	[0.0006 - 0.0154]	Plant Specific (Monitoring Data)
Cr	g/ton MSW	[0.0094 - 0.1936]	Plant Specific (Monitoring Data); 2023 Guidebook (Tier 1); Nielsen et al. (2010)
Cu	g/ton MSW	[0.0137 - 0.4802]	Plant Specific (Monitoring Data)
Ni	g/ton MSW	[0.0274 - 0.2522]	Plant Specific (Monitoring Data)
Se	g/ton MSW	0.0117	2023 Guidebook (Tier 1); Nielsen et al. (2010)
Zn	g/ton MSW	0.0245	2023 Guidebook (Tier 1); Nielsen et al. (2010)
DioxFur	g I-TEQ/ton MSW	[0.00000003 - 0.0000122]	Plant Specific (Monitoring Data)
PAH	g/ton MSW	0.0000474	2023 Guidebook (Tier 1); Nielsen et al. (2010)
HCB	g/ton MSW	0.0000452	2023 Guidebook (Tier 1); Nielsen et al. (2010)
PCB	g/ton MSW	0.0000000034	2023 Guidebook (Tier 1); Nielsen et al. (2010)

6.4.3.1 Cremation (NFR 5.C.1.b.v)

This category includes the cremation of human corpses.

The inventory covers also the co-incineration of animal carcasses and by-products in cement plants (included in NFR 1A2f). Quantities of animal by-products are also incinerated in other facilities and included in industrial waste incineration (5C1bi).

The contribution of crematoria to national emissions is generally comparatively small for all pollutants except for heavy metals (HM). Other potential emissions are dioxins and furans and polycyclic aromatic

hydrocarbons (PAHs). Emission estimates follow the simpler methodology (tier 1 default) indicated in 2023 EEA Guidebook, based on activity data multiplied by default emission factors.

6.4.3.2 Activity data

The importance of cremation has been steadily growing.

Table 6-12: Number of human corpses cremated

Year	Number of corpses	Year	Number of corpses	Year	Number of corpses
1990	131	2001	2,053	2012	12,117
1991	250	2002	2,446	2013	12,601
1992	268	2003	3,085	2014	13,431
1993	517	2004	3,441	2015	15,444
1994	593	2005	4,110	2016	17,402
1995	677	2006	4,492	2017	18,945
1996	744	2007	5,323	2018	20,645
1997	912	2008	6,889	2019	21,100
1998	1,124	2009	7,750	2020	27,430
1999	1,541	2010	8,752	2021	24,265
2000	1,706	2011	9,849	2022	25,848
				2023	*25,848*

Note: Latest years refer to estimates.
Source: Servilusa/ Associação Portuguesa dos Profissionais do Sector Funerário

Table 6-13: Emission factors of CLRTAP gases for cremation

Pollutants	Unit	EF	Source
SOx	kg/body	0.113	2023 EEA Guidebook, Tier 1 default
NOx	kg/body	0.825	2023 EEA Guidebook, Tier 1 default
COVNM	kg/body	0.013	2023 EEA Guidebook, Tier 1 default
CO	kg/body	0.14	2023 EEA Guidebook, Tier 1 default
Pb	mg/body	30.03	2023 EEA Guidebook, Tier 1 default
PST	g/body	38.56	2023 EEA Guidebook, Tier 1 default
Cd	mg/body	5.03	2023 EEA Guidebook, Tier 1 default
Hg	g/body	1.49	2023 EEA Guidebook, Tier 1 default
As	mg/body	13.61	2023 EEA Guidebook, Tier 1 default
Cr	mg/body	13.56	2023 EEA Guidebook, Tier 1 default
Cu	mg/body	12.43	2023 EEA Guidebook, Tier 1 default
Ni	mg/body	17.33	2023 EEA Guidebook, Tier 1 default
Se	mg/body	19.78	2023 EEA Guidebook, Tier 1 default
Zn	mg/body	160.12	2023 EEA Guidebook, Tier 1 default
PCDD/ PCDF (DioxFur)	µg/body	0.027	2023 EEA Guidebook, Tier 1 default
benzo(a)pyrene	µg/body	13.2	2023 EEA Guidebook, Tier 1 default
benzo(b)fluoranthene	µg/body	7.21	2023 EEA Guidebook, Tier 1 default
benzo(k)fluoranthene	µg/body	6.44	2023 EEA Guidebook, Tier 1 default
indeno(1,2,3-cd)pyrene	µg/body	6.99	2023 EEA Guidebook, Tier 1 default
PCB	mg/body	0.41	2023 EEA Guidebook, Tier 1 default
HCB	mg/body	0.15	2023 EEA Guidebook, Tier 1 default

6.4.3.3 Open Burning of Waste (NFR 5.C.2)

Following the 2022 NECD review, Portugal reallocated emissions from residues burning of vineyard, olive trees or orchard, previously reported in the agriculture sector, to category 5C2.

To avoid repetition, the methodological description of this issue is considered in the category 3F chapter where emissions from in place field burning (e.g. stubble burning) are included.

6.5 Wastewater Handling (NFR 5.D)

Taking advantage of the momentum of the National Energy and Climate Plan and the 2060 Carbon Neutrality Roadmap revisions, the wastewater sector was revisited for this submission considering the new guidance provided by the 2019 IPCC Refinements which proposes significant changes regarding the sub-sector 5.D and the paper prepared by Hans Oonk "Application of the 2019 Refinement" circulated the framework of a ESD Webinar in 2021.

A new set of information on all public urban WWTPs in operation in Portugal was used. This includes data on two differentiated groups: UWWTP treating a load of 2,000 population equivalent (p.e.) and above, and less of 2,000 p.e., referring to the type of technology and some other particularities that were used. This information enabled, among others, the estimate of the average weight of industrial effluents in relation to domestic effluents.

New information related to industrial loads after treatment discharged into the natural environment was also considered in this submission. This information refers to data for 2018 with the characterization of existing treatment typologies for each industrial WWTP collected within the framework of APA licensing and monitoring activities.

The IPCC's methodological guidelines for the wastewater sector have undergone a major revision, following the IPCC 2019 Refinements.

The changes in the calculation methodologies and the consideration of some emission factors and new data substantially changed the level of emissions from this subsector in relation to previous submissions.

6.5.1 Domestic Wastewater

Wastewater treatment system types determine the level of air pollution emissions.

Population served by wastewater handling system

The previous submission was based on data trends for the public urban wastewater handling systems and types of treatment compiled by APA (previously INAG/ Water Institute which was integrated in the APA), which refer to:

- from 1990 to 1999, data are based on a compilation study, performed by ex-INAG, of all surveys and inventories done in the past concerning sanitation and wastewater treatment infrastructures. Data from this study refer to 1990, 1994 and 1999;
- from 2005 onwards, data is based on a database (INSAAR – "*Inventário Nacional de Sistemas de Abastecimento de Água e de Águas Residuais*"/ National survey on water supply and wastewater treatment systems) which was implemented and was managed by ex-INAG. From 2000 to 2004, data used in the calculations are interpolations based on the 1999 and 2005 figures.

Following the restructuration of the National Water Authority, the INSAAR, the national data base for water supply and wastewater treatment systems was deactivated and the last available year from this survey is the year 2009.

For the more recent years, data was collected for 2015 from Águas de Portugal (AdP Group) and other main urban wastewater treatment plants (> 50 000 inhab. eq.) information registered by APA.

For the 2024 submission, new sets of data referring to the Urban WWTP with an influent load >2000 e.p. reported under the urban wastewater directive were considered. And data on smaller Urban WWTP (influent load <2000 e.p.) based on the information from APA/Water Resources Department, were also considered.

The next table shows the evolution of the total population by wastewater handling system.

Table 6-14: Percentage of population by wastewater handling system

	1990	1994	1999	2000	2005	2010	2015	2016	2017	2018	2019	2020	2021	2022	2023
	% population														
Discharge to marine/ inland waters	33.4%	45.8%	31.3%	27.8%	10.3%	6.9%	3.5%	2.8%	2.1%	1.4%	0.7%	0.0%	0.0%	0.0%	0.0%
Septic tank: discharge to inland waters	3.6%	3.4%	7.1%	6.9%	6.0%	4.1%	2.3%	1.9%	1.5%	1.1%	0.8%	0.4%	0.4%	0.4%	0.4%
Septic tank: discharge to soil	37.0%	23.4%	9.0%	7.6%	0.9%	0.6%	0.3%	0.3%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%
Primary treatment	8.5%	7.6%	12.8%	13.0%	14.0%	11.9%	9.9%	9.4%	9.0%	8.6%	8.2%	7.8%	7.8%	7.8%	7.8%
Secondary treatment	11.1%	11.1%	24.4%	29.3%	53.7%	58.7%	63.8%	64.8%	65.8%	66.8%	67.9%	68.9%	68.8%	68.7%	68.6%
Tertiary treatment	2.8%	5.1%	8.0%	8.8%	12.7%	15.2%	17.7%	18.2%	18.7%	19.2%	19.6%	20.1%	20.3%	20.5%	20.7%
Anaerobic shallow lagoon (< 2m)	1.9%	1.6%	2.6%	2.3%	1.0%	1.1%	1.1%	1.1%	1.1%	1.2%	1.2%	1.2%	1.1%	1.1%	1.1%
Anaerobic deep lagoon (> 2m)	1.9%	1.6%	2.6%	2.3%	1.0%	1.1%	1.1%	1.1%	1.1%	1.2%	1.2%	1.2%	1.1%	1.1%	1.1%
Macrophyte lagoon	0.0%	0.4%	2.3%	1.9%	0.3%	0.3%	0.3%	0.3%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%

Source: APA; include estimates.

For the period 1990-2009, data corresponds to the previous set of data used in the preceding submissions, and thus refers to wastewater sanitation surveys from the National Water Authority. Treatment types for these previous years were aggregated to consider the stratification and default parameters proposed by the 2019 Refinement guidelines.

For 2020, the systematized information on all public WWTPs in operation in Portugal (two differentiated groups with load greater and above and less than 2,000 population equivalent) was used. This data, which include among others, information on the nominal and used treatment capacity and the treatment technology, was worked to assemble a matrix of WWT typologies.

Information on wastewater handling systems for the period 2010-2019 was estimated by interpolation.

Wastewater treated in urban WWTPs has two main origins: domestic wastewater and non-domestic wastewater, mainly related to industrial facilities that drain their effluents into municipal collectors, according to criteria established in specific municipal regulations regarding discharge limit values per pollutant.

Data available on public WWTPs, which includes a fraction of wastewater of industrial origin, allowed the estimation of the average weight of industrial effluents in relation to domestic effluents.

6.5.1.1 NMVOC emissions from wastewater (Human Sewage)

6.5.1.1.1 Methodology, activity data and parameters

Population served by wastewater treatment plants for each year was multiplied by a default emission factor for NMVOC of 15 mg/m3 waste water proposed by the 2019 EEA Guidebook:

NMVOC = Population served by WWT * 15 mg/10^3 l wastewater * 125 l/inhabitant.day * 365

The daily human sewage production average (125 l/inh.day) was taken from “Regulamento Geral dos Sistemas Públicos e Prediais de Distribuição de Água e Drenagem de Águas Residuais” (Decree-law 23/95 23rd August).

National population data is from the census from National Statistical Office (INE) for the years 1981, 1991, 2001, 2011 and 2021, and intermediate years have been estimated by interpolation. Population data since

2021 refer to estimates from INE. For this submission population includes foreign tourists, calculated as the number of sleeps that foreign tourists spend in hotels or other types of tourist accommodation divided by 365 days.

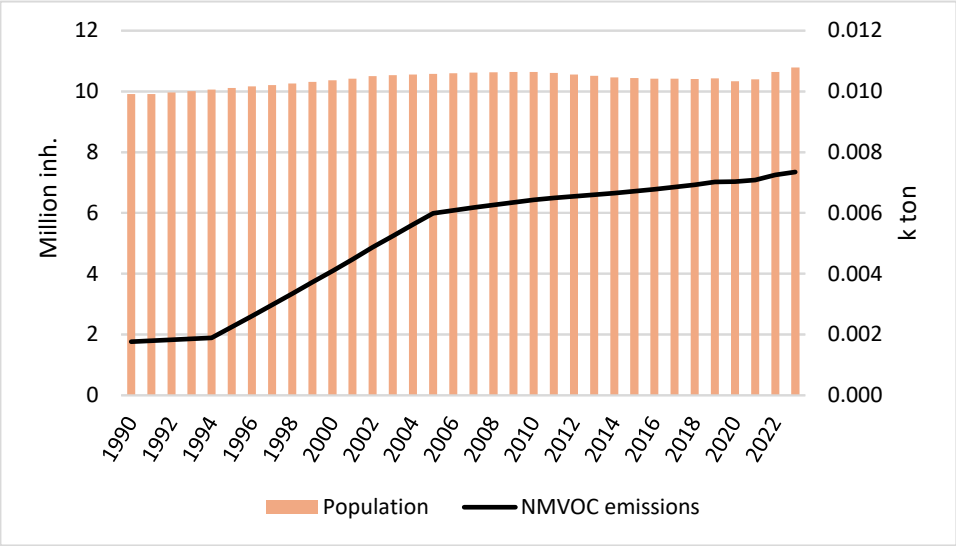


Figure 6-12: NMVOC emissions

6.5.1.2 NH3 emissions from Wastewater Handling (WWH)

NH3 emissions result mainly from the decomposition of urea and uric acid contained in human excreta. The estimates considered the population served by latrines.

Latrines are reported as "NO" since 2005 as this wastewater handling type is considered as not existing since that year.

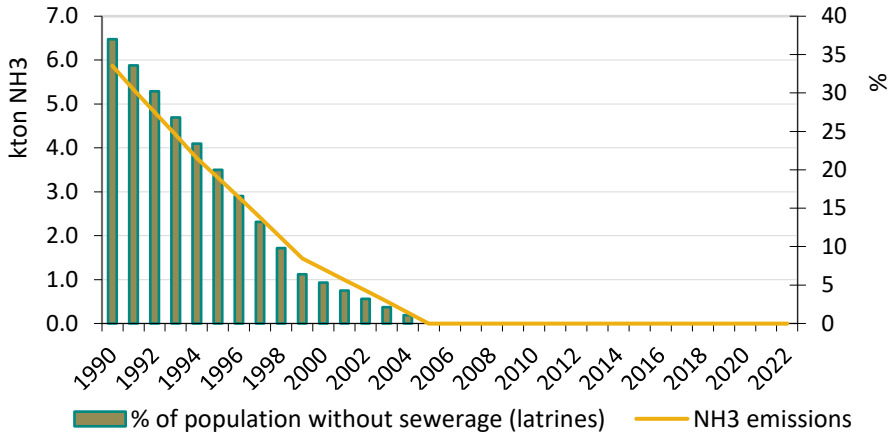


Figure 6-13: NH3 emissions and % population served by latrines

6.5.1.2.1 Methodology

Emissions were calculated, as follows:

$$NH_3 = Pop * Stor * EF$$

Where:

NH_3 - NH_3 emissions from latrines (kg NH_3 /yr);

Pop - number of inhabitants in country;

Stor - % population served by latrines;

EF - emission factor (1.6 kg /person/year).

6.5.1.2.2 Activity data

National population data is from the census from National Statistical Office (INE) for the years 1981, 1991, 2001, 2011 and 2021, and intermediate years have been estimated by interpolation. Population data since 2021 refer to estimates from INE. For this submission population includes foreign tourists, calculated as the number of sleeps that foreign tourists spend in hotels or other types of tourist accommodation divided by 365 days.

6.5.1.2.3 Emission factors

The EF proposed by 2019 EMEP/EEA Guidebook (Table 3-2 Tier 2 emission factors for source category 5.D Waste water handling, latrines) was used: 1.6 kg /person/year).

6.5.2 Industrial Wastewater

6.5.2.1 NMVOC emissions

6.5.2.1.1 Methodology, activity data and parameters

Emissions were calculated based on an emission factor value of 0.15 mg NMVOC/m3 wastewater, and the quantities of wastewater discharged in m3 for each industry sector considered.

EF = 0.15 mg/m^3 wastewater * volumes of wastewater produced

The accounting of the emissions from industrial wastewater handling relied on the use of the information available related to loads, after treatment, discharged into the natural environment. This information refers to data for each industrial WWTP within the framework of APA licensing and monitoring activities, with the characterization of existing treatment typologies by economic branch for the year 2018.

The information for the year 2018 for each WWTP was classified according to the economic sector and the typology of treatment and aggregated into the following main classes:

- Pulp and paper
- Textile
- Food and drink
- Other

The evolution of the wastewater volumes produced was based on data from previous submissions[1] and the coefficients available in Cartaxo et al (1985).

[1] Portugal. 2023 National Inventory Report (NIR) (https://unfccc-int.translate.goog/documents/627602?_x_tr_sl=en&_x_tr_tl=pt&_x_tr_hl=pt-PT&_x_tr_pto=sc)

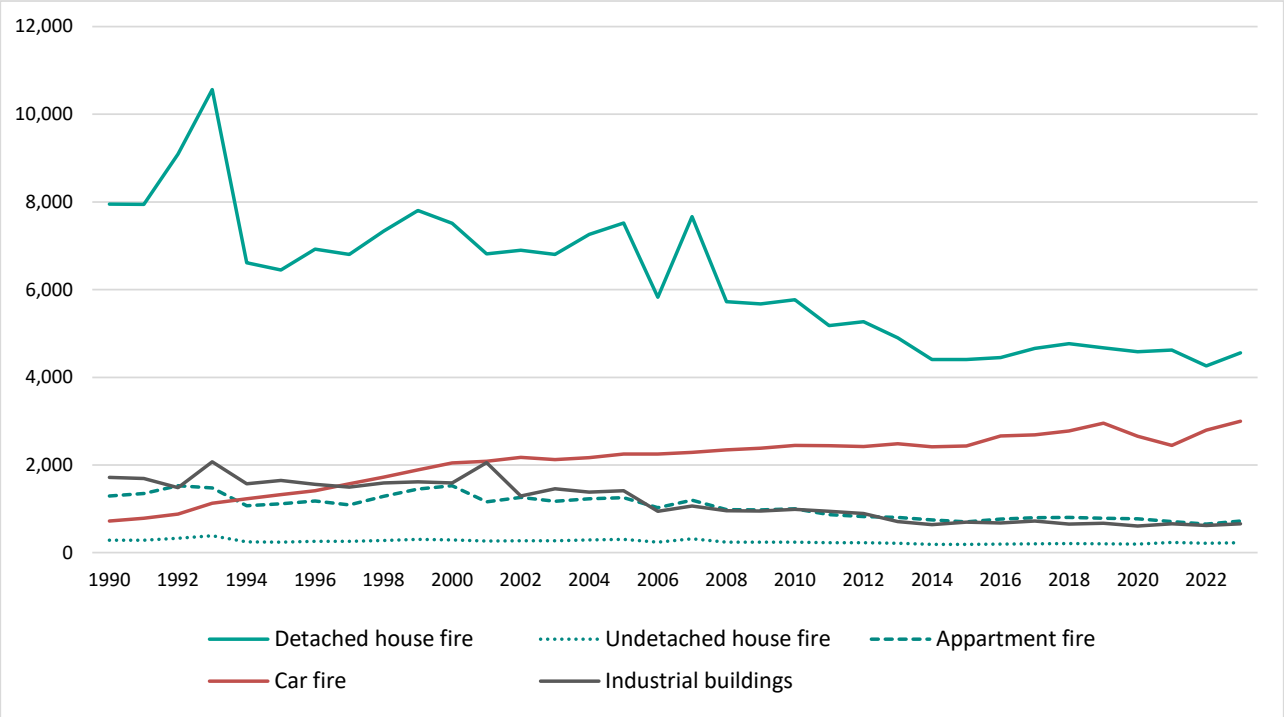
6.6 Other Waste (NFR 5.E)

This category includes unwanted fires in cars and various types of houses.

Emissions from fires include emissions of particulates, heavy metals and main pollutants such as NOx, SO2, CO and non-methane volatile organic compounds (NMVOC).

6.6.1.1 Methodology, activity data and emission factors

Acitivity data refer to the National Authority for Emergency and Civil Protection (Autoridade Nacional de Emergência e Proteção Civil (ANEPC)), which is responsible for the coordination and execution of policies for preventing and responding to major accidents and disasters. For the City of Lisbon the source of data is the Regiment of Firefighters of Lisbon.



Source: National Authority for Emergency and Civil Protection (Autoridade Nacional de Emergência e Proteção Civil (ANEPC)); Municipality of Lisbon/Regiment of Firefighters Lisbon; estimates.

Figure 6-14: Number of fire occurrences

Emissions were calculated on the basis of emission factors proposed in the 2023 EMEP/EEA Guidebook, for occurrences referring to car fires, and residential and industrial buildings.

The guidebook indicates different emission factors according to the type of house fires. In the absence of stratrified activity data, statistics on the number of residential dwellings per building from the National Statistics Office/ INE was used as a proxy. The total number of house fires registered was split between buiding categories on the basis of satatistics form the Census of population 2011 and 2021 and the following equivalence for three categories: 1 house/dwelling ≡ Detached house, 2 dwellings per building ≡ Undetached house, and more than 2 dwellings per building ≡ Apartments.

For fires registered in Lisbon, the EF for apartment fires was used as the residential housing park in Lisbon is largely dominated by apartment buildings.

Table 6-15: Emission factors

	Unit	Car Fires	House Fires			Industrial Fires
			Detached	Undetached	Appartement	
TSP	kg/fire	2.3	143.82	61.62	43.78	27.23
PM10	kg/fire	2.3	143.82	61.62	43.78	27.23
PM2.5	kg/fire	2.3	143.82	61.62	43.78	27.23
Pb	g/fire		0.42	0.18	0.13	0.08
Cd	g/fire		0.85	0.36	0.26	0.16
Hg	g/fire		0.85	0.36	0.26	0.16
As	g/fire		1.35	0.58	0.41	0.25
Cr	g/fire		1.29	0.55	0.39	0.24
Cu	g/fire		2.99	1.28	0.91	0.57
DioxFur	mg/fire	0.048	1.44	0.62	0.44	0.27

Source: 2019 EMEP/EEA Guidebook.

6.7 Recalculations

Changes in this submission refer to:

- Composting (5.B.1)

  Revision of activity data time series for composting to eliminate double accounting with 5D (2013-2022)

- Domestic Wastewater Handling(5.D)

  5.D.1 Domestic WWH: update of population data for 2022.

  5-D.2 Industrial WWH: correction of calculation error for the whole time series.

6.8 Further improvements

The accounting of industrial WWT relies on loads, after treatment, discharged by industrial units into the natural environment. This information refers to a database for 2018 for each industrial WWTP which aggregates data from APA licensing and monitoring activities. In the absence of historical data series, which would guarantee the coherence of the National Inventory since 1990, estimations with some degree of uncertainty have been made. Efforts should be made to improve the accuracy of the approach followed.

7 Memo Items

Table of Contents

7 Memo Items 7-1

7.1 Wildfires (NFR 11.B) 7-3

7.1.1 Activity data and parameters 7-3

7.1.2 Methodology 7-4

7.2 NMVOC Biogenic Emissions (NFR 11.C) 7-7

7.2.1 Overview 7-7

7.2.2 Methodology 7-7

7.2.3 Emission Factors 7-8

7.2.4 Activity Data 7-13

7.2.5 Recalculations 7-15

7.2.6 Further Improvements 7-15

List of Figures

Figure 7-1: Wildfires: annual area burnt 7-3

Figure 7-2: Time variable Ɛ for Cork Oak (adapted from Silva et al, 1999) 7-11

Figure 7-3: Cosine modelling of daily evolution of air temperatures in January and July in Madeira Island region. Obtained for average minimum and maximum monthly temperatures in 1951-1980 (INMG) 7-14

Figure 7-4: Pattern of evolution of PAR (mmol/m2/s) according to month and hour of day (Nunes, 1996) .. 7-14

List of Tables

Table 7-1: Combustion Factors per Biomass Component used in the Estimation of Fire Emissions 7-4

Table 7-2: Average Carbon Stocks (BABG) in Above Ground Living Biomass and Litter per Land Use Type . 7-6

Table 7-3: Meteorological independent parameters used to determine foliage emission factors 7-9

Table 7-4: Species and country specific equations for ɣ 7-11

Table 7-5: Emission Factors of NMVOC for biogenic emissions from agricultural areas, except olives, orchards and vine 7-12

Table 7-6: Forest Area per tree species (ha) 7-13

7 Memo Items

Updated: March 2025

7.1 Wildfires (NFR 11.B)

Forest fires are the main disturbance to forests in Portugal and have a substantial impact on the Portuguese forest. The level of disturbances on a forest varies with the type and severity of the fire, the conditions under which they occur and the characteristics of the ecosystem. Different tree species have different strategies to cope with the effects of fire and the actual mortality caused by fires depend on the ecosystem types or climatic zones.

Forest fires are highly correlated to weather conditions, both within each year (about 90% of the fires take place during period June-September, usually the hotter and drier months of the year), and between years (years with hot and dry summers have much higher burnt areas than years with mild and wet summers).

7.1.1 Activity data and parameters

7.1.1.1 Estimation of Burnt Areas

The main source of burnt areas are the fire reports issued every year by the National Forest Authority, currently the Institute for Nature Conservation and Forestry (ICNF). The reports are derived from satellite imagery and the results cover all burnt areas, divided by forest, shrubland and agriculture.

ICNF reports provide also annual burnt area per forest type, comparing annual forest fire cartography with the NFI plots. For other land uses only the total aggregated area is presented. To estimate the burnt areas per other land use type the following assumptions were made:

1. No burnt areas in the categories: irrigated crops, rice paddies

2. Agriculture burnt area reported in fire statistics distributed proportionally to reported area per land-use type, for all other cropland and grassland types

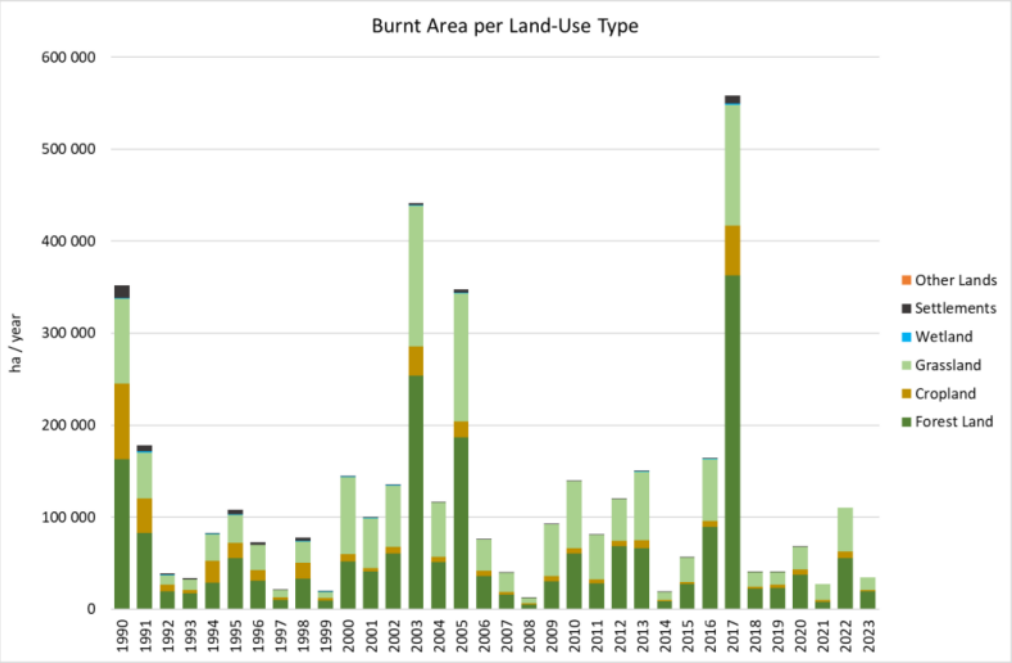


Figure 7-1: Wildfires: annual area burnt

7.1.1.2 Estimation of Biomass Loss due to Fires

The estimates consider the above ground biomass for forest trees, the undergrowth cover, and biomass from litter existing in forest land.

Shrubland ("matos") is also considered in the inventory, despite the fact that it is generally non-managed land. This submission considers also the biomass burning in croplands and grasslands.

The loss of biomass during forest fires was estimated by multiplying the above ground biomass in each land-use with its combustion factor.

According to Rosa (2009) forest fire emissions are much more related to biomass of smaller sizes than to total biomass, as they tend to present much higher combustion factors.

An estimation of the finer particles present in forest was made identifying the following components: leaves, small branches, and understory shrubs (woody vegetation under the canopy of species that do not reach 5m at maturity). The basis for this calculation is the biomass values presented in next table.

As there were no values on combustion factors for these land-use types, a conservative approach was taken and the combustion factor was assumed to be 100%, which is very likely an overestimation.

A summary of the values used in estimating biomass loss due to fires is presented in the next table.

Table 7-1: Combustion Factors per Biomass Component used in the Estimation of Fire Emissions

	Share of AG Tree Biomass		Combustion Factor			
Land-use Type	Leaves	Small branches	Leaves	Small branches	Shrubs	AG Biomass
	%	%	%	%	%	%
Pinus pinaster	14%	22%	88%	58%	72%	-
Pinus pinea	20%	33%	88%	58%	72%	-
Other coniferous	33%	42%	88%	58%	72%	-
Eucalyptus spp.	19%	14%	88%	58%	72%	-
Quercus suber	2%	3%	88%	58%	72%	-
Quercus rotundifolia	3%	4%	88%	58%	72%	-
Quercus spp.	6%	14%	88%	58%	72%	-
Other broadleaves	3%	7%	88%	58%	72%	-
Rainfed annual crops	-	-	-	-	-	100%
Irrigated annual crops	-	-	-	-	-	-
Rice padies	-	-	-	-	-	-
Vineyards	-	-	-	-	-	100%
Olive groves	-	-	-	-	-	100%
Other permanent crops	-	-	-	-	-	100%
All grasslands	-	-	-	-	-	100%
Wetlands	-	-	-	-	-	-
Settlements	-	-	-	-	-	-
Shrubland	-	-	-	-	72%	-
Other	-	-	-	-	-	-

7.1.2 Methodology

The estimates of non-CO_2 gas emissions are based on the IPCC 2006 Guidelines methodology, which are based on ratios to carbon released during combustion (L_{Direct}).

The carbon trace gas emissions (CO and NMVOC) are calculated using direct ratios to total carbon. Total suspended particles (TSP) have also been estimated applying a direct ratio to total carbon. To estimate nitrogen trace gas releases (NO_x), the total carbon released is first multiplied by the N/C ration (0.01) to get the total nitrogen released; the emissions of NO_x are then calculated multiplying the total N released by the NO_x emissions ratios to the total N released.

Emission ratios:

IPCC 2006 - CO: 0.06; NOx: 0.121

AP-42 - NMVOC: 0.0068, TSP: 0.0085

Emission estimation:

Emissions NMVOC (expressed as CH4) = L_{Direct} * emission ratio * 16/12
Emissions CO = L_{Direct} * emission ratio * 28/12
Emissions TSP = L_{Direct} * emission ratio
Emissions NOx = L_{Direct} * ratio N/C (0.01) * emission ratio * 46/14

7.1.2.1 Carbon losses due to wildfires

The annual carbon loss in living biomass resulting from wildfires was estimated based on direct carbon loss, and was calculated as follows:

$$L_{Direct} = \sum A_{burnt,j} \times B_{ABG,j} \times (B_{leafs,j} \times BCF_{leafs,j} + B_{branches,j} \times BCF_{branches,j})$$

Where:

L_{Direct}: Annual carbon loss (Gg C)

j: Forest type *j* or crop type or grassland or scrubland

$A_{burnt,j}$: Area burnt (kha)

B_{ABG}: Average C stock in above ground biomass (Gg C.kha^{-1})

B_{leafs}: % of leaf's biomass in above ground biomass (%)

BCF_{leafs}: Combustion factor of leafs (%)

$B_{branches}$: % of small branches' biomass in above ground biomass (%)

$BCF_{branches}$: Combustion factor of small branches (%)

In the case of cropland, grassland the combustion factor for above ground biomass is considered to be 100 %, assuming that all the biomass is burnt. For schrubland the combustion factor considered is 72 %.

Other carbon losses, called here indirect, can be estimated on the basis of tree mortality, as a consequence of fires. However, as the accounting of these losses only affects CO_2 emissions from non-salvaged wood, they have not been considered in this submission (only in UNFCCC submission).

Emissions of air pollutants depend on the fuel type and fuel loading, among other factors.

In this submission, the estimates consider the tree species burnt and their respective biomass volumes and dry matter content.

Table 7-2: Average Carbon Stocks (BABG) in Above Ground Living Biomass and Litter per Land Use Type

Average Carbon Stocks per Landuse Type	Above Ground Biomass			Litter	Notes
	1995 GgC/1.000ha	2005 GgC/1.000ha	2010 GgC/1.000ha	All years GgC/1.000ha	
Pinus pinaster	28.29	26.74	26.74	2.96	(1); (8)
Quercus suber	20.67	20.04	20.04	2.04	(1); (8)
Eucalyptus spp.	16.72	17.97	17.97	1.85	(1); (8)
Quercus rotundifolia	9.47	8.37	8.37	2.04	(1); (8)
Quercus spp.	15.45	15.87	15.87	1.85	(1); (8)
Other broadleaves	20.40	30.79	30.79	1.85	(1); (8)
Pinus pinea	25.40	18.79	18.79	2.41	(1); (8)
Other coniferous	8.70	14.51	14.51	2.96	(1); (8)
Rainfed annual crops	0.31	0.31	0.31	0.33	(4)
Irrigated annual crops (except rice)	0.31	0.31	0.31	0.33	(4)
Rice padies	0.31	0.31	0.31	0.33	(4)
Vineyards	3.34	3.34	3.34	0.33	(5); (6)
Olive groves	7.85	7.85	7.85	0.33	(5); (6)
Other permanent crops	8.46	8.46	8.46	0.33	(5); (6)
All grasslands	0.53	0.53	0.53	0.41	(2)
Wetlands	0.00	0.00	0.00	0.00	(9)
Settlements	0.00	0.00	0.00	0.00	(9)
Shrubland	8.78	8.78	8.78	4.96	(3)
Other	1.05	1.05	1.05	2.07	(7)

(1) Living biomass calculated from NFI4 (1995), NFI5 (2005) and NFI6 (2010). NFI6 data will be available in 2013; NIR 2013
(2) Calculated from EMEP/EEA emission inventory guidebook 2009, Chapter 11b Forest fires, Table 2-1 "Grassland vegetated
(3) Calculated from Rosa 2009 "Estimativa das emissões de gases com efeito de estufa"
(4) Calculated from EMEP/EEA emission inventory guidebook 2009, Chapter 11b Forest fires, Table 2-1 "Grassland vegetated
(5) Litter calculated from EMEP/EEA emission inventory guidebook 2009, Chapter 11b Forest fires, Table 2-1 "Non-forest class
(6) Living biomass from NIR Spain 2012, Tabla 7.3.3, page 7.59
(7) Calculated from EMEP/EEA emission inventory guidebook 2009, Chapter 11b Forest fires, Table 2-1 "Sparsely vegetated ar
(8) Litter values from expert judgement based on Rosa 2009 "Estimativa das emissões de gases com efeito de estufa", Quad
(9) No values were found in literature; assumed = 0

7.2 NMVOC Biogenic Emissions (NFR 11.C)

7.2.1 Overview

Emissions of Volatile Organic Compounds occur from plant foliage, either in forest or in agricultural lands, and are commonly called biogenic emissions. Usually in emission inventories a distinction is made for emissions of Isoprene, monoterpenes (α-pinene, β-pinene, limonene, etc.) and OVOC (Other Volatile Organic Compounds, mostly oxygenated compounds such as alcohols, aldehydes, etc). This separation pretends to distinguish compounds with different importance in ozone formation, which is apparently higher for isoprene than for terpenes (Simpson et 1, 1995).

Biogenic emissions are highly dependent on the vegetation specie and also on climatic conditions. Temperature affects almost all species. Light affects mostly isoprene emissions, but terpene emissions are also affected for a few species.

In Portugal, besides emissions from foliage, the emission inventory considers also monoterpene emissions resulting from resin-tapping. In fact, when coniferous live tissues are damaged, the exposed resin channels result in increased terpene emission. This process is artificially increased by resin-tapping that is practiced to obtain resin-derivatives. In Portugal resin tapping is common in maritime pine (*Pinus pinaster*) during the spring-autumn period and is done by extraction of part of the bark in the tree trunk. The majority of emissions comprehend α-pinene and β-pinene.

7.2.2 Methodology

7.2.2.1 Vegetation foliage

Emission of NMVOC from vegetation foliage are estimated separately for isoprenes, monoterpenes and Other Volatile Organic Compounds (OVOC), and using emission factors that are regional specific, at NUT 3 level, using the general equation:

$$Emi_NMVOC_{(s,t)} = \sum_n [(EF_Iso_{(s,n)} + EF_Mono_{(s,n)} + EF_OVOC_{(s,n)}) * Veget_{AREA(s,n)}] * 10^{-6}$$

Where:

$Emi_NMVOC_{(s,t)}$: Emissions of NMVOC resulting from crop or tree species, added over all national territory, in year t (t/yr)

$EF_Iso_{(s,n)}$: Isoprene emission factor for specie s at territorial unit n (g/ha/yr)

$EF_Mono_{(s,n)}$: Total monoterpene emission factor for specie s at territorial unit n (g/ha/yr)

$EF_OVOC_{(s,n)}$: Emission factor of Other Volatile Organic Compounds for specie s at territorial unit n (g/ha/yr)

$Veget_{AREA(s,n,t)}$: Area occupied by crop or tree specie s in territorial unit n during year t (ha)

The determination of emission factors varies in complexity with VOC compound and specie, as explained next.

7.2.2.2 Resin-tapping

VOC emissions from resin-tapping of maritime pine emissions are estimated using the number of tapped trees as activity data, according to the methodology proposed by (Pio & Valente, 1998):

$$Resin_NMVOC_{(s)} = \sum_n [(EF_tapping_{(n)} * N_{tappedtrees(n)}] * 10^{-3}$$

Where:

$Resin_NMVOC_{(s)}$: Emissions of NMVOC resulting from resin tapping in Maritime pine, added over all national territory, in year t (t/yr)

$EF_Tapping_{(n)}$: VOC emission factor for resin tapping at territorial unit n (mg/tree/yr)

$N_{tappedtrees(n)}$: Number of trees subjected to resin-tapping in territorial unit n (millions)

7.2.3 Emission Factors

Two different situations exist in what concern the determination of emission factors.

7.2.3.1 Forest areas and permanent crops

For forest areas, and also for permanent crops such as olive trees, vineyards and orchards, emission factors are fixed from the specie/ecosystem characteristics, foliar density and tacking into account the influence of abiotic factors - light and temperature. This procedure follows the methodology proposed by Guenther (1995) after Tingey et al (1980, 1991), and which is reproduced in EMEP/CORINAIR (EEA, 2002). Final emission factor is therefore determined from the following adapted equation:

$$EF_{(s,n,t,c)} = D_{(s)} * \varepsilon_{(s,c)} * \gamma_{(n,t,c)} * 10 / CC_{(s)}$$

Where:

$EF_{(s,n,t,c)}$: Emission factor (g/ha/yr) for compound c

$CC_{(s)}$: Carbon content of compound c

$D_{(s)}$: Foliar density (kg dm/m^2) for each specific species, averaged over the vegetation period

$\varepsilon_{(s,c)}$: Specie or ecosystem dependent emission factor (µgC/g dm/yr) at standard conditions (PAR flux of 1000 µgmol/m2/s and leaf temperature of 303.15 K). Varies with each specific compound

$\gamma_{(n,t,c)}$: Non-dimensional adjustment factor accounting for the influence of light (PAR) and leaf temperature. This parameter changes in time, according to meteorological conditions, and it is function of each particular compound

PAR: Photosynthetically active radiation (400-700 nm), typically about 45-50% of total global radiation (mmol-photons/m^2/s)

Values for D and Ɛ were set from available bibliographic references and are presented in next Table 7.3. For deciduous species D is zero during the coldest period, which is also presented in Table 7.3 [1]:

Carbon content was determined from the chemical formula of Isoprene (C_5H_8) and terpenes ($C_{10}H_{12}$), which value is 88% for both compounds. This same percentage was considered also for OVOC.

[1] During this period emissions from foliage are obviously zero.

Table 7-3: Meteorological independent parameters used to determine foliage emission factors

Tree Specie		D		Vegetation Period	ε					
		kd dm/m2			µgC/g dm/h @standart L,T					
					Isoprene		Monoterpenes		OVOC	
Maritime pine	Pinus pinaster	700	Veldt (1989); Guenther et al (1994); Nunes (1996)	Evergreen	0	-	2.25	Pio et al, 1999	1.5	Guenther et al, 1994
Umbrella pine	P. Pinea	400	same as Other Coniferous	Evergreen	0	-	6	EMEP/CORINAIR-B1101 (EEA,2002)	1.5	
Other coniferous	-	400	(Ortiz and Dory, 1990 in Simpson,1995)	Evergreen	0	-	1.08	Simpson et al 1998. Average for Cupressus, P. halepensis, Pseudotsuga, P. sylvestris	1.5	
Gum tree	Eucalyptus sp.	300	(Nunes,1996); Nunes & Pio (1999)	Evergreen	32	Nunes & Pio (1999)	1.5	Nunes & Pio (1999)	1.5	
Cork oak	Quercus suber	200	Intermediate value between Forest area Mediterranean Oak (300) Simpson et al (1995) and Monte Hueco (100) from Ortiz and Dory (1990)	Evergreen	0	-	varies along year according to Table 7.4		1.5	
Holm oak	Quercus rotundifolia	200	Intermediate value between Forest area Mediterranean Oak (300) Simpson et al (1995) and Monte Hueco (100) from Ortiz and Dory (1990)	Evergreen	0	-	17	Luchetta, Simon and Torres (Average value)	1.5	
Oaks	Quercus sp.	400	Guenther et al (1994)	Apr-Sept	40	Guenther et al (1994)	0.35	Luchetta et al, 1999(Average Q. robur and Q. petrae)	1.5	
Chetnut	Castanea sativa	375	Guenther et al (1994)	Apr-Sept	0	-	8.71	(Luchetta et al,1999)	1.5	
Other broadleaves	-	418	Guenther et al (1994) in Geron, Guenther et Pierce (1994). Average: Acacia, Betula, Celtis, Fraxinus, Juniperus, Platanus, Populus, Prunus, Salix, Ulmus and Olea)	Mixed Evergreen and Deciduous	12.8	Guenther et al (1994) in Geron, Guenther et Pierce (1994). Average: Acacia, Betula, Celtis, Fraxinus, Juniperus, Platanus, Populus, Prunus, Salix, Ulmus and Olea)	0.6	Guenther et al (1994) in Geron, Guenther et Pierce (1994). Average: Acacia, Betula, Celtis, Fraxinus, Juniperus, Platanus, Populus, Prunus, Salix, Ulmus and Olea)	1.5	

Tree Specie		D	Vegetation Period	ε					
		kd dm/m2		µgC/g dm/h @standart L,T					
				Isoprene		Monoterpenes		OVOC	
Mixed broadleaves/ coniferous	-	380	Average other species	Mixed Evergreen and Deciduous	-	Average other species	-	Average other species	1.5
Bush (Matos)	-	200	Ortiz & Dory (1990) in Simpson et al, 1999 (Garrigue)	Evergreen	8	Ortiz & Dory (1990) in Simpson et al, 1999 (Garrigue)	0.65	Ortiz & Dory (1990) in Simpson et al, 1999 (Garrigue)	1.5
Olive Tree	Olea europaea	200	(Ortiz and Dory, 1990 in Simpson,1995)	Evergreen	0	-	1.6	(Ortiz and Dory, 1990 in Simpson,1995)	1.5
Orchards/ Vine	-	200		Mixed Evergreen and Deciduous	0	-	1.6		1.5

Values for ɣ are estimated according to empirical equations that are functions of both VOC compound and vegetation specie. For Isoprene emissions the general set of equations were used, function of light and temperature, following Guenther et al (1993).

$$\gamma = C_L * C_T$$

C_L, the light dependence factor is determined according to:

Where:

$$C_L = \frac{0.0027 * 1.066 * Q}{\sqrt{1 + (0.027 * Q)}}$$

Q: Flux of PAR (mmol/m^2/s)

C_T, the temperature dependence is determined according to:

$$C_T = \frac{\exp\left[\frac{95\,000 * (T - Ts)}{R * T * Ts}\right]}{1 + \exp\left[\frac{230\,000 * (T - 314)}{R * T * Ts}\right]}$$

Where:

T: Leaf temperature (K) and T_s is standard temperature (303 K)

R: Ideal gas constant (=8.314 J/K/mol)

For monoterpenes Guenther et al (1993) proposed the general formulation:

$$\gamma = \exp [\beta * (T-T_s)]$$

Where:

B: Constant, assumed 0.09 K^{-1} (Guenther et al, 1993)

T: Leaf temperature (K)

T_s: Standard temperature (303 K)

This same equation was used for OVOC following recommendations in Geron et al (1999) and in the EMEP/CORINAIR (Chapter B1101) (EEA, 2002).

For some species however, this general formulation was not used but it is replaced by country specific equations. This is particularly the case for cork and Holm oaks, where monoterpene emissions are also function of light[2]. These equations are summarized in the next table.

Table 7-4: Species and country specific equations for γ

Species	Compound	Equation	Reference
P. Pinaster	Monoterpernes	γ = exp[0.138 * (T-30)]	Pio et al (1999)
Eucalyptus	Monoterpenes	γ = exp[0.07 * (T-30)]	Nunes (1996)
Cork Oak	Isoprene	γ = {CL*CT + exp[□* (T-Ts)]}	Silva et al (1999); CL*CT is Guenther's model. B parameter changes during the year, and the considered variation is in Figure 9.2
Holm Oak	Isoprene	γ = {CL*CT + exp[0.09* (T-Ts)]}	-

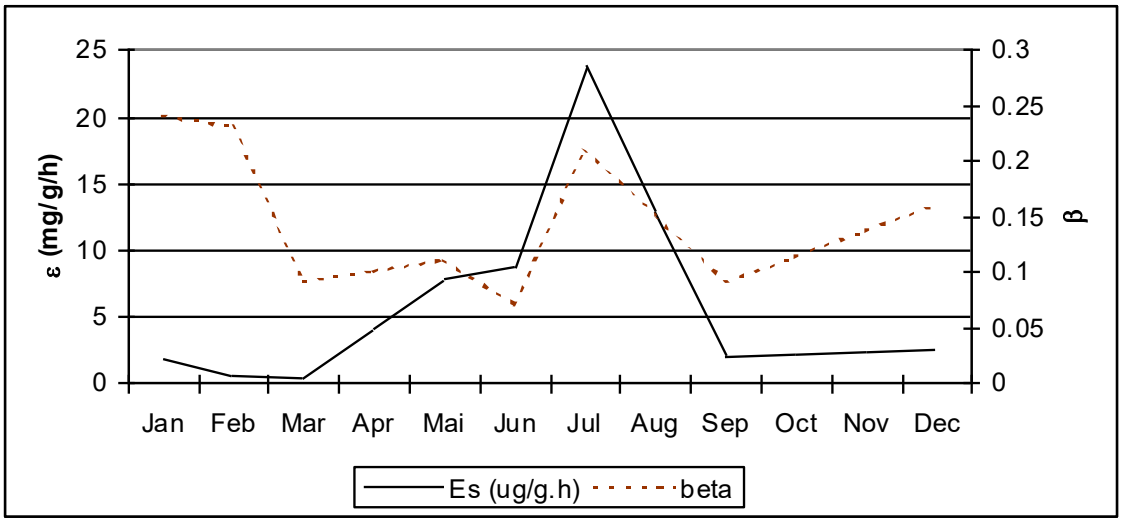


Figure 7-2: Time variable Ɛ for Cork Oak (adapted from Silva et al, 1999)

[2] This dependence is however distinct from the emission dependence of isoprenes for oak (Quercus robur) and Gum (eucalyptus globulus), for example, because it still occurs during darkness. Hence there is a need for a mixed emission model (Silva et al, 1999)

The ɣ parameter was determined for each tree specie (s) for each territorial unit, n (NUT 3 level) from climatic data for a typical day of 12 hours for each month of the year according to the following equation:

$$ɣ_{(n,s)} = \sum_{m,h} \{ ɣ [PAR_{(n,m,h)}, T_{(n,m,h)}, s]\}$$

Where:

$ɣ [PAR_{(n,m,h)}, T_{(n,m,h)}, s]$: ɣ estimate for a specific hour h of a typical day a particular month m, calculated according to the specific equation for tree specie s

$PAR_{(n,m,h)}, T_{(n,m,h)}$: Photosynthetically active radiation of hour h of month m in territorial unit n

$T_{(n,m,h)}$: Leaf temperature of hour h of month m in territorial unit n

7.2.3.2 Other agricultural areas and grasslands

For other agricultural areas and grasslands, the emission factor is simply a constant value that is not a function of climatic conditions and hence not specific of each territorial area and that is expressed in mg C/m^2h. The considered values in the Portuguese inventory, from (Veldt, 1991; Veldt, 1998), are presented in the next table.

Table 7-5: Emission Factors of NMVOC for biogenic emissions from agricultural areas, except olives, orchards and vine

Crop	Isoprene	Monoterpene	OVOC	NMVOC
		µgC/m2/h		µg/m2/h
Arable Land	8	20	12	45
Rice	8	20	12	45
Grassland	8	20	12	45
Market Gardening	8	20	12	45

Source: Veldt, 1991 ; Veldt, 1998

7.2.3.3 Resin-tapping

The emission factor for resin-tapping, per tree in extraction, follows the equation proposed by Pio & Valente (1998), for each particular condition:

$$\log10[EF_tapping_{(m,h)}] = 0.631 + 0.06 * T$$

Where:

$EF_tapping_{(m,h)}$: VOC emission rate from resin-tapping (mg VOC/hr/tree) for a specific time

T: Air temperature (ºC)

The annual emission factor for each territorial unit was obtained by the addition of the emission factors for each hourly period in a year:

$$EF_tapping_{(n)} = \sum_{m,h} \{EF_Tapping_{(m,h)}\}$$

7.2.4 Activity Data

Basic activity data is the area for each crop or plant species. This information was available from AFN for years 1990 and 1995 and was interpolated and extrapolated[3] for the remaining time-series. Foliage areas for each tree specie were obtained according to the following equation:

$$Foliage_Area_{(n,s)} = Pure_{(n,s)} + 0.75 * Dominant_{(n,s)} + 0.25 * Dominated_{(n,s)} + Dispersed_{(n,s)}$$

Where:

$Foliage_Area_{(n,s)}$: Total area covered by foliage of tree specie s in territorial unit n (ha)

$Pure_{(n,s)}$: Land area occupied by pure strands of specie s in territorial unit n (ha)

$Dominant_{(n,s)}$: Land area occupied by mixed strands where specie s is dominant, in territorial unit n (ha)

$Dominated_{(n,s)}$: Land area occupied by mixed strands where specie s is non-dominant, in territorial unit n (ha)

$Dispersed_{(n,s)}$: Dispersed arboreal areas inter-mixed in non-forest areas forming small woodland areas (Bosquetes) (ha)

Table 7-6: Forest Area per tree species (ha)

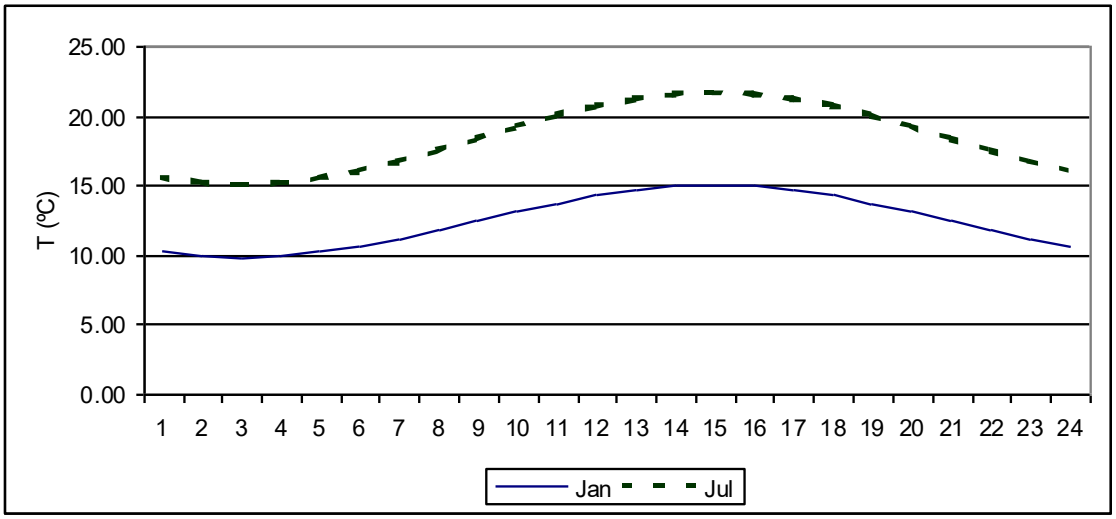
specie	1990	1995	2000	2005	Last year
Pinus pinaster	1,069,000	976,069	974,015	741,741	741,741
P. Pinea	35,000	77,650	83,559	102,143	77,650
Other conifer	69,000	27,358	29,440	46,499	70,992
Quercus suber	693,000	712,813	728,693	851,958	851,958
Q. Rotundifolia	462,000	461,577	465,295	420,244	420,244
Other oaks	123,000	130,899	130,078	117,900	117,900
Castanea sativa	37,000	40,579	40,324	28,200	28,200
Eucalyptus sp.	554,000	672,149	677,599	678,741	678,741
Other broadleaves	98,000	102,037	106,994	131,373	131,373
Mixed, other	0	0	0	0	0
Bushlands (Matos)	1,734,822	2,054,571	2,054,571	2,054,571	2,054,571
Olive groves	337,189	333,144	369,162	376,524	343,219
Orchards and vineyards	428,506	406,712	378,054	379,680	307,578
Arable land	2,349,298	2,140,174	1,692,107	1,240,701	833,209
Rice	33,824	21,726	23,859	21,938	29,120
Pasture	857,733	1,024,373	1,389,845	1,768,616	1,786,434
Market gardening	31,980	27,825	21,608	21,408	16,943
Resin tapping (Mtree)	35	35	35	35	35

For the determination of emissions from resin-tapping the number of pine trees under extraction must be known. Pio & Valente (1998) estimated that this number is about 35 million trees in the 1980-1990 period. After 1990 the same authors believe that there has been a decrease in the number of trees explored, but no statistical information is available.

For the calculation of the emission factors it is necessary, as mentioned before, the knowledge of PAR and leaf temperature. These were set for each hour of the day and each month according to the following information.

A time series of 30 years (1951-1980) of average minimum and maximum air temperature, for each month and territorial unit, were used to establish a typical evolution of daily temperature, for each month of the year and each territorial unit. A cosine function was considered with a peak of air temperature occurring at 15.00 (2 PM). In the following figure there is an example for the daily evolution of air temperatures in January and July for Madeira Island.

[3] Linear interpolation



Source: INMG

Figure 7-3: Cosine modelling of daily evolution of air temperatures in January and July in Madeira Island region. Obtained for average minimum and maximum monthly temperatures in 1951-1980 (INMG)

However, the information concerning PAR is scarce and some simplifications and assumptions had to be made. The pattern of monthly and daily variation of PAR was set by UA (Nunes, 1996) in Aveiro region, in central coastal Portugal, from a full year of measurements of total radiation (W/m2) in the meteorology monitoring station of Cacia. Average hourly total radiation was converted in PAR (mmol-photons/m^2/s) by multiplication of 0.45, the local conversion factor (Pinho, 1995 in Nunes, 1996) and assuming an average wavelength of 550 nm. The annual monthly-hourly pattern of PAR in Cacia is presented in the figure below.

PAR values for Cacia were corrected for each territorial unit proportionally to the relation of insolation in each specific region and in original Cacia station.

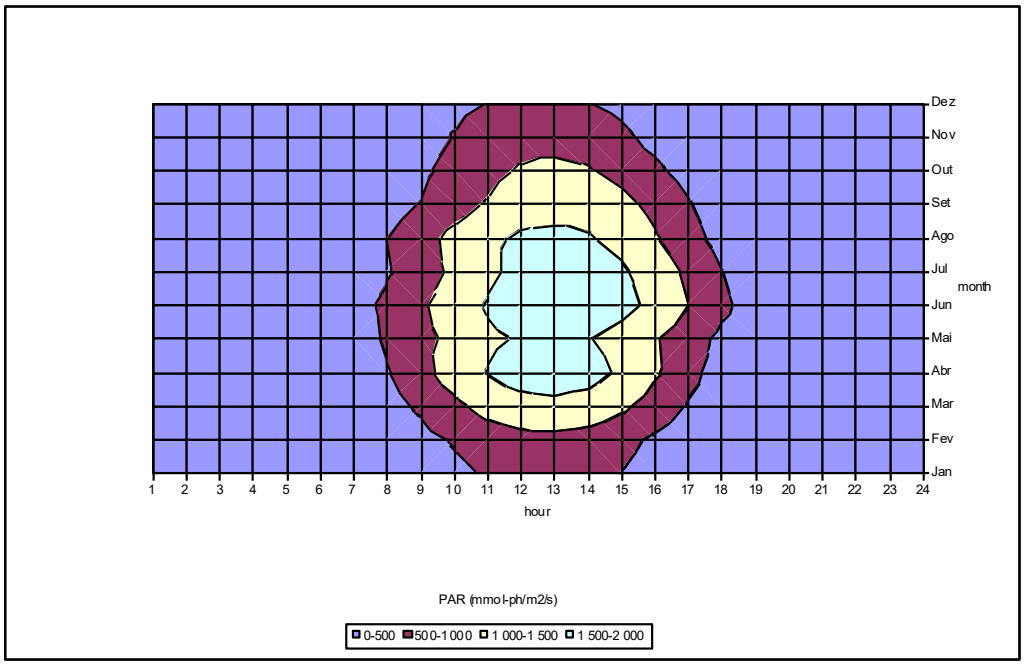


Figure 7-4: Pattern of evolution of PAR (mmol/m2/s) according to month and hour of day (Nunes, 1996)

7.2.5 Recalculations

No changes were made to this category since the submission of last year.

7.2.6 Further Improvements

This category is foreseen to be revised in the near future in order to better harmonise and reflect the developments made in the last years related to the quantification of Land Use categories, and improvements in the methologies.

An improvement in information concerning resin extraction may ameliorate the estimates of VOC emissions from resin-tapping in Maritime pine.

8 Recalculations and Improvements

Table of Contents

8 Recalculations and Improvements 8-1

8.1 Overview of the review process 8-2

8.2 Overview recalculations 8-14

8.2.1 Recalculations Energy sector (NFR 1) 8-14

8.2.2 Recalculations Industrial Processes sector (NFR 2) 8-15

8.2.3 Recalculations Agriculture sector (NFR 3) 8-16

8.2.4 Recalculations Waste sector (NFR 5) 8-16

List of Tables

Table 8-1: Reporting on implementation of NECD recommendations 8-3

Table 8-2: Reporting on implementation of CLRTAP recommendations 8-9

8 Recalculations and Improvements

Updated: March 2025

8.1 Overview of the review process

Table 8-1 presents the status of implementation of recommendations issued from the latest reviews of National Air Pollutant Emission Inventory Data under Directive 2016/2284 (National Emission reduction Commitments Directive). It includes findings from the last 2024 NECD Review and previous NECD Reviews whenever not yet fully implemented. Table 8-2 presents the status of implementation of recommendations included in the 2024 Draft Report for the Stage 3 ad-hoc review of emission inventories submitted under the UNECE LRTAP Convention.

Table 8-1: Reporting on implementation of NECD recommendations

Observation	KC	NFR, Pollutant(s), Year(s)	Recommendation/ assessment of implementation	RE, TC or UPTC	MS response / Status of implementation	Chapter/section in the IIR
PT-1A1b-2023-0001	No	1A1b Petroleum refining, SO2, 2020-2022	For category 1A1b Petroleum refining, SO2, 2020-2022 the TERT notes that there is a lack of transparency regarding variable SO2 emission estimates. The TERT notes that there is a lack of transparency in the IIR regarding a decline in emissions in 2021 and increased emissions for year 2022. This does not relate to an over- or under-estimate of emissions. This was raised during the 2023 NECD inventory review. In response to a question raised during the review, Portugal explained that vacuum distillation operations were reduced in 2021 for maintenance and resumed normal operation during 2022. This allowed greater use of refinery gas as a fuel as production increased to normal operating levels. Portugal also clarified that during 2022, due to higher sulphur content of the crude processed by the refinery, the two sulphur recovery units resumed their normal operation, operating at high load all year round. **The TERT recommends that Portugal include this information to explain year to year variation in the next submission of the IIR.**	No	Implemented. Portugal included this explanation in the 2025 IIR submission in order to improve transparency.	Section 3.2.2.4
PT-1A2a-2023-0001	No	1A2a Stationary combustion in manufacturing industries and construction: Iron and steel, NH_3, 1990-2022	For category 1A2a Stationary Combustion in manufacturing industries and construction: Iron and steel, NH3, 1990-2022, the TERT notes the notation key 'NE' (not estimated) is used however, in accordance with the 2023 Guidelines for Reporting Emissions and Projections Data under the Convention on Long-range Transboundary Air Pollution, paragraph 12(d), the notation key 'NA' should be used. This was raised during the 2023 NECD inventory review. **The TERT reiterates the recommendation that the notation key 'NA' should be reported, rather than 'NE', in the next submission.**	No	Implemented.	NFR Tables Section 3.3.3.5

Observation	KC	NFR, Pollutant(s), Year(s)	Recommendation/ assessment of implementation	RE, TC or UPTC	MS response / Status of implementation	Chapter/section in the IIR
PT-1A2a-2023-0002	No	1A2a Stationary combustion in manufacturing industries and construction: Iron and steel, SO2, 2021	For category 1A2a Stationary Combustion in manufacturing industries and construction: Iron and steel, pollutant SO2, 2021, the TERT notes that there is a lack of transparency regarding a minor under-estimate of emissions. This was raised during the 2023 NECD inventory review. In response to a question raised during the review, Portugal explained that there is a potential under-estimation of SO2 emissions in diesel combustion due to use of an incorrect emission factor (for gaseous fuels), but this under-estimate represents about 0.0001% of the total SO2 emissions and a correction had not been implemented yet. **The TERT recommends that Portugal correct the error in the next submission and updates the IIR to explain the recalculation.**	No	Implemented. Portugal revised all EFs for liquid fuels in sub-category 1A2a Stationary combustion in manufacturing industries and construction: Iron and steel.	Section 3.3.4
PT-1A3ai(ii)-2023-0002	No	1A3ai(ii) International aviation cruise (civil) - Memo Item, $PM_{2.5}$, PM_{10}, 1990-2021	For categories 1A3ai(ii) International aviation cruise (civil) – Memo item and 1A3aii(ii) Domestic aviation cruise (civil) - Memo item, pollutants PM2.5 and PM10, 1990-2021, the TERT has found that the emissions are reported with the notation key 'NE' (not estimated). This was raised during the 2023 NECD inventory review. In response to a question raised during the review, Portugal stated that emissions have not been calculated for these categories. **The TERT reiterates the recommendation that Portugal calculate and report the PM2.5 and PM10 emissions for these categories in the next submission in order to improve the completeness of the inventory and comparability with other countries**.	No	Not implemented	

Observation	KC	NFR, Pollutant(s), Year(s)	Recommendation/ assessment of implementation	RE, TC or UPTC	MS response / Status of implementation	Chapter/section in the IIR
PT-1A3b-2024-0001	No	1A3b Road transport, NOX, NMVOC, PM2.5, PM10, CO, TSP, 1990-2022	For category 1A3b Road Transport, for NOX, NMVOC, PM2.5, PM10, CO, TSP, all years, the TERT noted that COPERT version 5.4.36 (October 2020) has been used for emission calculations. However, this is an older version, and, in the meantime, updated versions have been released which could have been used for the 2024 submission, i.e., 5.6.1 in September 2022, 5.7.1 in September 2023 and 5.7.2 in November 2023. These versions correct/update some emission calculations as shown in the relevant website https://copert.emisia.com/copert/versions/. In response to a question raised during the review, Portugal answered that they have already started updating to the latest version of COPERT 5, however, due to time and resource constraints, it was not possible to finish in time for the 2024 submission and the plan is to complete this update in a future submission. **The TERT recommends that Portugal update to the latest available version of COPERT for the next submission.**	No	We updated COPERT to version 4.8.1 at the 2025 submission	3.4.2.2 Methodology

Observation	KC	NFR, Pollutant(s), Year(s)	Recommendation/ assessment of implementation	RE, TC or UPTC	MS response / Status of implementation	Chapter/section in the IIR
PT-2D3d-2023-0001	Yes	2D3d Coating applications, NMVOC, 2005-2021	For 2D3d Coating applications, NMVOC, 2005-2021, the TERT notes that the emission calculation for this sector contains rates of implementation of reduction techniques based on expert judgements, which may be old and therefore include uncertainties. This was raised during the 2023 NECD inventory review. The TERT notes that the issue may be below the threshold of significance for a technical correction. The TERT notes that this issue is included in section 4.5.4.7 of the IIR, describing further improvements for this sector. Page 4-104 of the IIR states: 'Due to time constraints and other priorities, abatement strategies have not yet been considered for truck manufacturing, truck cabins and buses. Due to limited human resources, the inventory team has not been able to carry out studies in order to collect country specific data for this sub-category.' The TERT notes that relevant information can be found in annex VII of the IED (Directive 2010/75EC) for industrial activities, the BREF of Surface Treatment Using Organic Solvents including Wood and Wood Products Preservation with Chemicals, the Task Force on Techno-Economic Issues (TFTEI) informal document on VOC Abatement in the coating of passenger cars (TFTEI-VOC-car-industry-final.pdf (citepa.org)), and the European Pollutant Release and Transfer Register (E-PRTR). **The TERT recommends that Portugal investigate the penetration rates of reduction techniques, re-evaluate the current estimates and report on progress in the improvement plan of the next submission.**	No	Addressing. In order to enhance the transparency of chapter 2.D.3.d *Coating Applications*, the Party included in the 2024 IIR submission additional information on how the implementation rates of reduction techniques have been defined and what abatement techniques or combination of techniques are selected and used for several coating sub-categories. Due to limited human resources, the inventory team has not been able to carry out studies for the different sub-activities in order to collect country specific data relating rates of implementation of reduction techniques for this category.	Section 4.5.4.3 Section 4.5.5.3 Section 4.5.6.3 Section 4.5.8.3 Section 4.5.10.3 Section 4.5.15.3

Observation	KC	NFR, Pollutant(s), Year(s)	Recommendation/ assessment of implementation	RE, TC or UPTC	MS response / Status of implementation	Chapter/section in the IIR
PT-2H1-2023-0001	Yes	2H1 Pulp and paper industry, SO_2, NO_x, NMVOC, $PM_{2.5}$, PM_{10}, 2000-2022	For 2H1 Pulp and paper industry, SO2, NOX, NMVOC, PM2.5 and PM10, 2000-2022, the TERT notes that emissions from wood panel board manufacturing are included in this category and that relatively old emission factors are applied. This was raised during the 2023 NECD inventory review. The TERT notes that the issue is below the threshold of significance for a technical correction. The TERT notes that the IIR section 4.7.1.7 (page 4-182) states that Portugal intends to report wood chipboard production in category 2H3 Other industrial processes and collect better activity data and more suitable emission factors in order to improve emissions estimates from this source in the next submission. **The TERT reiterates the recommendation that Portugal consider further how to allocate all emissions from chipboard/panel manufacturing either in category 2I Pulp and Paper Industry or 2H3 Other industrial processes with appropriate documentation in the next submission.**	No	Addressing. The Party allocated all emissions from chipboard/panel manufacturing in category 2.H.3. The Party intends to collect better activity data and more suitable emission factors in order to improve emissions estimates from this category in the next IIR submission.	Section 4.7.4
PT-3B-2023-0001	No	3B Manure management, NH3, 2010-2021	For 3B Manure management, NH3, for 2010-2021, the TERT notes that the results of the 2019 Agriculture Census (RA19), which were published in 2021, have not yet been implemented, which would allow for a more accurate estimation of NH3 emissions from 3B Manure management. **The TERT reiterates the recommendation to integrate the results of the 2019 Agricultural Census in the estimation of NH3 emissions from 3B Manure Management.**	No	Addressing. The Party agrees and considers that compiling the results from the 2019 Agriculture Census (RA19), provided by INE (National Statistics Institute), would allow for a more accurate estimation of NH3 emissions from 3B Manure Management. However, upon further investigation, the Party identified several outliers in the data provided, which would lead to inconsistencies in the time series of estimates. This problem has already been reported to INE. We intend to work with the data provider in order to make the necessary corrections.	

Observation	KC	NFR, Pollutant(s), Year(s)	Recommendation/ assessment of implementation	RE, TC or UPTC	MS response / Status of implementation	Chapter/section in the IIR
PT-3B4gii-2024-0001	Yes	3B4gii Manure management - Broilers, NH3, 2020-2022	For 3B4gii Manure Management – Broilers, NH3, 2020-2022, the TERT notes that there is a lack of transparency regarding the approach used to evaluate population data of broilers. In its IIR (page 5-13), Portugal described that the population has been forecasted based on the trend verified in the period 2016-2019. In response to a question raised during the review week to clarify a proxy driver used to evaluate the broiler population, Portugal clarified that data on total population of poultry and shares in industrial production of table eggs and hatching eggs, which are annually published by National Statistics, have been used to develop the time series for 2020–2022. Additionally, Portugal clarified that the reference period for all categories of livestock population (including broilers) is September 1 of a given year. TERT noted that the IIR does not include information on how PT calculated the average annual population numbers of broilers for the whole reporting period. **The TERT recommends that Portugal explains the approach and proxy driver applied to develop the broiler population data for the period 2020 onwards and specify how the annual average population data for broilers has been evaluated for the entire time series.**	No	Implemented.	5.2.2 Activity Data
PT-5D1-2024-0001	No	5D1 Domestic wastewater handling, NH3, 2005, 2020, 2021, 2022	For category 5D1 Domestic wastewater handling, NH3 and years 2005, 2020, 2021 and 2022 TERT notes that there is a lack of transparency regarding the use of 'NO' in the NFR table and no explanation is found in the IIR. This does not relate to an over/under-estimate of emissions. In response, Portugal explained that from 2005 onwards this type of wastewater handling (latrines and dry toilets) no longer occurs and that an explanation will be added to future IIR. **The TERT recommends that PT include an explanation in the 2025 submission of the IIR.**	No	Implemented.	2025 IIR page 6-30 6.5.1.2 NH3 emissions from Wastewater Handling (WWH)

Table 8-2: Reporting on implementation of CLRTAP recommendations

Observation	KC	NFR, Pollutant(s), Year(s)	Recommendation/ assessment of implementation	Type	MS response / Status of implementation	Chapter/section in the IIR
PT-2024-gen-1	No	All, All	The ERT noted with reference to the IIR, Executive Summary, sections ES.1 and ES.2 that reference is made to the EMEP/CORINAIR guidebook and the reporting guidelines ECE/EB.AIR/128 (2013). During the review Portugal confirmed that the EMEP/EEA Guidebooks 2019 and 2023; and the reporting guidelines (2023) were used in the preparation of the national emissions inventory. **The ERT recommends Portugal to update the Executive Summary.**	R	Implemented.	Sections ES.1 and ES.2
PT-2024-gen-2	No	All, All	The ERT noted with reference to the IIR (table 1.3, p.1-15 and Annex A, p.A-1) that the figures of the key source analysis, and thus the designation of the key sources, do not correspond to the stage 2 report of the EMEP CEIP. During the review Portugal stated that the key source analysis was not updated for the IIR submission of March 15th, but however that a new submission of the IIR on May 17th contains an updated key source analysis. This May 17th version was not considered during this review. **The ERT recommends Portugal to include an updated key sector analysis in the next IIR submission.**	R	Implemented. 2025 IIR includes key source analysis for 2023.	Section 1.7

Observation	KC	NFR, Pollutant(s), Year(s)	Recommendation/ assessment of implementation	Type	MS response / Status of implementation	Chapter/section in the IIR
PT-2024-2D3a-1	Yes	2D3a. NMVOC	With reference to the stage 2 report [the ERT noted major time series inconsistencies for 2D3a, NMVOC, 2016–2017. During the review Portugal specified that the methodology is based on ESIG data, that new ESIG data was supplied in the course of 2023 and that it intends to contact the ESIG in order to clarify the time series inconsistencies for 2016–2017. **The ERT recommends Portugal to follow its suggested plan to contact the ESIG in order to clarify the time series inconsistencies, look at a possible correction of the data if deemed necessary, and report this in the next IIR submission.**	R	Not implemented. Portugal intends to contact ESIG in order to clarify the main reasons for the differences found in 2016-2017 data for this sub-category in 2026 submission.	
PT-2024-2D3d-1	Yes	2D3d, NMVOC	The ERT noted that for 2D3d Coating applications, NMVOC the methods used to calculate the emissions are not transparently described in the IIR. With reference to the IIR (section 4.5.8, p.4-111) it is not clear whether penetration rates or abatement technologies efficiencies are given in table 4-67 and table 4-68; the figures in table 4-67 do not correspond to the figures in table 4-69; and it is not clear whether the penetration rate of the abatement technologies has been taken into account when calculating the emissions according to equation 4-62. With reference to the IIR (section 4.5.10, p.4-114) there is a lack of information regarding the abatement efficiencies. During the review Portugal described corrections to the table and supplied additional transparency. It did not elaborate on the use of the equations. **The ERT recommends Portugal to correct the tables and include the additional information. In addition, the ERT recommends Portugal to expand the description of the equations, more specifically the term 'efficiency of abatement technology mix' in order to improve transparency of the description of the use of technologies penetration rates.**	R	Implemented.	Section 4.5.8 Section 4.5.10

Observation	KC	NFR, Pollutant(s), Year(s)	Recommendation/ assessment of implementation	Type	MS response / Status of implementation	Chapter/section in the IIR
PT-2024-2D3d-2	Yes	2D3d, NMVOC	The ERT noted that for 2D3d Coating applications, NMVOC the methods used to calculate the emissions are not transparently described in the IIR. With reference to the IIR (section 4.5.15, p.4-121) the figures in table 4-80 do not correspond to the figures in table 4-81; the abatement technologies efficiencies are not transparently described; and it is not clear whether the penetration rates of the abatement technologies have been taken into account when calculating the emissions according to equation 4-67. **The ERT recommends Portugal to correct the tables and include the additional information. In addition, the ERT recommends Portugal to expand the description of the equations, more specifically the term 'efficiency of abatement technology mix' in order to improve transparency of the description of the use of technologies penetration rates.**	R	Implemented.	Section 4.5.15
PT-2024-2D3e-1	No	2D3e, NMVOC	The ERT noted that for 2D3e Degreasing, NMVOC the methods used to calculate the emissions are not transparently described in the IIR. With reference to the IIR (section 4.5.17, p.4-125, equation 4-69) the methodology refers to EMEP/EEA Guidebook 2023 2D3a section 3.2.3. Yet it's not clear whether a correction factor as described in the Guidebook is used to calculate the emissions. During the review Portugal stated that no correction factors from the EMEP/EEA Guidebook were applied, and that it intends to contact the ESIG in order to clarify the use of correction factors. **The ERT recommends Portugal to contact the ESIG in order to clarify the use of correction factors, look at the implementation of the factors if deemed necessary, and report this in the next IIR submission.**	R	Not implemented. Portugal intends to contact ESIG in order to clarify whether correction factors should be used when working directly with NMVOC emissions for 2D3e, instead of solvent VOC emissions by REACH end use sector.	

Observation	KC	NFR, Pollutant(s), Year(s)	Recommendation/ assessment of implementation	Type	MS response / Status of implementation	Chapter/section in the IIR
PT-2024-2D3d-3	Yes	2D3d, NMVOC	The ERT noted with reference to 2D3d Coating applications, NMVOC and the IIR section 4.5.16, p.4-124 that a Tier 1 method was used for a key category. The ERT notes that the use of a Tier 1 method is not best practice and could lead to overestimation and/or underestimation of emissions. During the review Portugal acknowledged the use of a Tier 1 methodology for a part of the 2D3d emission estimates. The Party stated that limited resources have led to the prioritization of the improvement of other sectors and that no improvement is planned. **The ERT recommends Portugal to use a Tier 2 or higher Tier method to calculate emissions of NMVOC from 2D3d.**	R	Not implemented. Most of 2D3d sub-categories are estimated according to a Tier 2 methodology based on the 2023 EMEP GB. Due to limited human resources on the inventory team, it has not yet been possible to carry out studies in order to collect country specific data for sub-category "Other Industrial Applications". The team has prioritized other NFR key categories whose activity data were easier to collect, like Degreasing (2.D.3.e) and Printing (2.D.3.h), which were recently revised in order to apply a Tier 2 methodology. Therefore, for the time being, NMVOC emissions from this category will continue to be estimated using a Tier 1 approach in accordance with the 2023 EMEP Guidebook. Sub-category Other Industrial Applications represented less than 4% of total 2D3d NMVOC emissions.	
PT-2024-2D3g-1	Yes	2D3g, NMVOC	The ERT noted with reference to 2D3g Chemical products, NMVOC and the IIR section 4.5.24, p.4-139 that a Tier 1 method was used for a key category. The ERT notes that the use of a Tier 1 method is not best practice and could lead to overestimation and/or underestimation of emissions. During the review Portugal acknowledged the use of a Tier 1 methodology for a part of the 2D3d emission estimates. The Party stated that limited resources have led to the prioritization of the improvement of other sectors and that no improvement is planned. **The ERT recommends Portugal to use a Tier 2 or higher method to calculate emissions of NMVOC from 2D3g.**	R	Not implemented. Most of 2D3g sub-categories are estimated according to a Tier 2 methodology based on the 2023 EMEP GB. There is no available stratified data regarding the types or amounts of solvents used in sub-category "Pharmaceutical Products Manufacturing" or abatement techniques that may occur in the country. Due to limited human resources on the inventory team, NMVOC emissions from this category will continue to be estimated using a Tier 1 approach in accordance with the 2023 EMEP Guidebook. Sub-category Pharmaceutical Products Manufacturing represented less than 1% of total 2D3g NMVOC emissions.	

Observation	KC	NFR, Pollutant(s), Year(s)	Recommendation/ assessment of implementation	Type	MS response / Status of implementation	Chapter/section in the IIR
PT-2024-2D3-1	No; Yes	2D3b; 2D3d, All	The ERT noted with reference to NFR table that NFR categories have not been assigned to the correct GNFR category. 2D3b Road paving with asphalt should be assigned to B_Industry. 2D3d Coating applications should be assigned to E_Solvents. **The ERT recommends Portugal to rectify the misallocations of 2D3b and 2D3d in the next submission of the ANNEX I NFR table.**	R	Implemented.	NFR Tables
PT-2024-2D3d-4	Yes	2D3d, NMVOC	The ERT noticed in the IIR p. 4-124 in the methodology description that a Tier 1 methodology from the EMEP 2023 guidebook is used to estimate emissions from the emission source "Other Industrial Applications" under 2D3d. The ERT noticed also the use of the equation 4-68 in the methodology description. The equation shows the use of an abatement factor while the description of the methodology refers to an emission factor from the guidebook. During the review Portugal stated that it did not apply any abatement factor, it will correct the equation in the next IIR submission. **The ERT recommends Portugal to correct the equation to match the applied methodology to calculate emissions of NMVOC from 2D3d.**	R	Implemented.	Section 4.5.16
PT-2024-GRID-GL-1	-	GNFR-E, NMVOC/PM2.5	The ERT noted that for minor differences 2019 for 2019 NMVOC emissions/PM2.5 emissions from in the GNFR sector EE-solvents reported in 2021 there the grid between grid sum differs from Annex 1 and emission data reported in the NFR tables. The expert review team recommends Portugal to align the explain the reasons for these minor differences in their IIR in future submissions. Annex 1 total with the totals in gridding data.	R	Implemented. Differences in values may be due to the default rounding occurring of Excel software. An explanation was included in chapter 10 of the IIR.	Section 10.1

8.2 Overview recalculations

Recalculations and changes in this submission result from updates of background information and to revisions aiming to follow recommendations issued from the NECD reviews, and other inventory review processes under the UNFCCC and the EC. Other recalculations refer to changes resulting from the internal application of QA/QC procedures.

The recalculations performed are summarized as follows:

8.2.1 Recalculations Energy sector (NFR 1)

Energy Industries (NFR 1.A.1)

In this submission, recalculations in category 1.A.1 were due to minor adjustments listed below:

- revision of natural gas consumption following the publication of an updated Energy Balance for 2021 and 2022;
- correction related to 2022 activity data for biogas combustion with energy recovery;
- minor updates in 1999-2009 and 2015-2020 in 1.A.1.a activity data.

Manufacturing Industries and Construction (NFR 1.A.2)

In the 2025 submission, the main recalculations related to GHG emissions in category 1.A.2 result from the update of fuel consumption data, following the publication of the revised 2021 and 2022 Energy Balance. Updates to the biodiesel percentage for the years 2006–2022 led to minor recalculations for 1.A.2.c (Chemicals), 1.A.2.d (Pulp, Paper and Print), 1.A.2.e (Food Processing, Beverages and Tobacco), 1.A.2.f (Non-metallic Minerals) and 1.A.2.g.viii (Other Industry) categories for 2006-2007 and 2018-2022 periods. Additionally, the following updates took place for the next categories:

1.A.2.a (Iron & Steel)

- Correction of emission factors (EFs) for atmospheric pollutants from diesel (generator). During the 2023 NECD review, Portugal identified a potential underestimation of SOX emissions from diesel combustion in the Iron & Steel sector (1.A.2.a), as the EF T1 for gaseous fuels had been mistakenly used instead of the EF T1 for liquid fuels. However, this underestimation accounted for only 0.0001% of total SOX emissions, well below the significance threshold. Consequently, all EFs for diesel combustion in generators used in this sector were reviewed and revised, with the correction implemented in the present submission. This action resulted in recalculations for the entire time series of atmospheric pollutants in this subcategory.

1.A.2.f (Non-metallic Minerals)

- Cement: recalculations for 2021 and 2022 due to a correction in the allocation of fuel oil and petroleum coke consumption from one cement facility;
- Lime: recalculations due to a detected error in the formula used to estimate CO emissions from diesel (2017–2022) and biomass (2021–2022), as well as NMVOC emissions from biomass (2021–2022) from one lime facility; recalculation of NOX, SOX, and CO emissions in 1991 due to an update in the 1991 activity data for lime production from INE, due to a compilation error;
- Ceramics: update of electricity consumption values in the ceramics industry for 2021–2022; update of IAPI/INE data on ceramics product production for 2021–2022, upon outlier corrections in INE dataset.

Civil aviation (CRT 1.A.3.a)

The changes between submissions result from the correction to the 2022 activity data due to a compilation error detected.

Road Transportation (NFR 1.A.3.b)

The major changes between submissions result from the update of COPERT version 5.4.36 (October 2020) to version 5.8.1 (September 2024). The significant methodological, software and bugs corrections, in the different COPERT versions, can be consulted on Emisia website: https://copert.emisia.com/copert/versions/. More detailed information can be found in section 3.4.2.6 Recalculations.

Activity data from the 2021 and 2022 Energy Balances revision were also updated.

Railways (CRT 1.A.3.c)

The changes between submissions result from the update of Energy Balances data provided by DGEG and the incorporation rate of biodiesel, between years 2018 and 2023.

Manufacturing Industries and Construction (NFR 1.A.4)

Minor changes between submissions result from the fuel consumption data update following the publication of a revised 2021 and 2022 Energy Balance.

Military Aviation (NFR 1.A.5.b)

Revision of the 2022 IEF used in PM emissions estimation in Military Aviation, because of the correction to the 2022 activity data, due to a compilation error detected in the Civil Aviation Sector (1.A.3.a)

Fugitive emission from Oil Production and Refining - Distribution of Oil Products (NFR 1.B.2.a)

- 1.B.2.a.v Distribution of Oil Products – Service Stations: fuel sales update for 2022.

8.2.2 Recalculations Industrial Processes sector (NFR 2)

The major changes between submissions result from the following actions:

- 2.A.2 (Lime Production): Correction compilation error in 1991 activity data;
- 2.A.5.a (Quarrying and mining of minerals other than coal 2019): 2019-2022 activity data update;
- 2.A.5.b (Construction and Demolition): 2022 residential construction activity data update; 2016-2022 highways activity data update;
- 2.A.5.c (Storage and Handling): 2019-2022 activity data update in accordance with sub-category 2.A.5.a;
- 2.B.10.a (Chemical Industry): PELD Production - 2022 activity data update; PEHD Production - 2022 activity data update;
- 2.D.3.a (Domestic Solvent Use): Population data update from 2011-2020 according to INE;
- 2.D.3.d (Coating Applications): 2021-2022 activity data update;
- 2.D.3.e (Degreasing): 2022 imports activity data update;
- 2.D.3.f (Dry Cleaning): 2022 imports/exports activity data update;
- 2.D.3.g (Chemical Products): 2021-2022 activity data update in several sub-categories;
- 2.D.3.h (Printing): 2021-2022 activity data update;
- 2.D.3.i (Other Solvent Use): Application of Glues and Adhesives – 2021-2022 activity data update; Preservation of Wood – 2022 activity data update; Underseal Treatment – Population data update from 2011-2020 and 2022;

- 2.G (Other Product Use): Lubricants: 2021-2022 lubricants consumption data update; Two-stroke engines lubricants consumption data revised for the whole time series; Use of fireworks - 2022 imports/exports activity data update; Use of Tobacco – 2022 imports/exports activity data update; Use of Shoes - 2022 imports/exports activity data update;
- 2.H.1 (Chipboard Production): 2022 activity data update;
- 2.H.2 (Food Manufacturing): 2022 activity data update;
- 2.H.2 (Drink Manufacturing): 2022 activity data update;
- 2.I (Wood Processing): 2022 activity data update;
- 2.K (Consumption of POPs): Population data update from 2011-2020;
- Several minor sub-categories: Update on surrogate data such as Gross Domestic Product (GDP) and Gross Value Added (GVA) for 2021-2022.

8.2.3 Recalculations Agriculture sector (NFR 3)

Changes between submissions are due to the:

- Dairy cattle livestock numbers update in 2022;
- Poultry (Broilers) livestock numbers update in 2022;
- Update of the "Volatilized N from agricultural inputs of N" and "Leaching and run off" activity data from 2020 onwards;
- Update of 2019 and 2021-2022 CAN activity data;
- Update of 2021-2022 Urea activity data.

8.2.4 Recalculations Waste sector (NFR 5)

Main changes since last submission refer to:

- Solid Waste Deposited on Land (5.A):
  - NMVOC and NH3 emissions: AD (biogas quantities) revision;
- Composting (5.B.1):
  - NH3 emissions: revision of AD for composting to eliminate double accounting with 5D;
- Industrial wastewater (5.D.2):
  - NMVOC emissions: AD correction of a calculation error for the whole time series.

9 Projections

Table of Contents

9 PROJECTIONS 9-1

EXECUTIVE SUMMARY 9-4
9.1 INTRODUCTION 9-6
9.1.1 PNEC 2030 and RNC 2050 context 9-6
9.1.2 Projected scenarios 9-7
9.2 GENERAL METHODOLOGICAL APPROACH 9-7
9.2.1 GHG projections 9-7
9.2.2 Atmospheric pollutants projections (WEM scenario) 9-9
9.2.3 Atmospheric pollutants projections (WAM scenario) 9-11
9.3 SECTORAL PROJECTED EMISSIONS 9-14
9.3.1 A_PublicPower 9-15
9.3.2 B_Industry and E_Solvents 9-18
9.3.3 C_OtherStationaryComb 9-23
9.3.4 D_Fugitive 9-26
9.3.5 F_RoadTransport, G_Shipping, H_Aviation, I_Offroad (Railways) 9-28
9.3.6 J_Waste 9-32
9.3.7 K_AgriLivestock and L_AgriOther 9-35
9.4 TOTAL PROJECTED EMISSIONS 9-40
9.5 COMPLIANCE WITH NATIONAL EMISSION REDUCTION COMMITMENTS 9-44

List of Figures

Figure 9-1: Methodological approach adopted for the projection of air pollutant emissions (under the scope of PNEC 2030 and RNC 2050) 9-11

Figure 9-2: Projected energy consumption in power sector by energy source (PJ) 9-16

Figure 9-3: Projected emissions of main atmospheric pollutants in power sector (NFR 1A1a) by energy source (kt) .9-17

Figure 9-4: Energy consumption by fuel in B_Industry sector (combustion and cogeneration in industry) (PJ)..... 9-19

Figure 9-5: Projection of energy and product/materials demand by industrial sub-sectors (Index 2015 = 100)..... 9-20

Figure 9-6: Projected emissions of main atmospheric pollutants in B_Industry (combustion, process and solvents use) (kt)..... 9-22

Figure 9-7: Projected emissions of main atmospheric pollutants in the B_Industry and E_Solvents sectors (kt) 9-22

Figure 9-8: Final energy consumption in the Commercial/Institutional (NFR 1A4ai), Residential (NFR 1A4bi) and Agriculture/Forestry/Fishing (NFR 1A4ci) categories (PJ) (Note: the projected activity data for Agriculture/Forestry/ Fishing are aggregated values that include all sub-categories of NFR 1A4c)..... 9-24

Figure 9-9: Projected combustion emissions of main atmospheric pollutants in C_OtherStationaryComb sector (categories 1A4ai Commercial/Institutional, 1A4bi Residential, 1A4cii Agriculture/Forestry/Fishing) (kt) 9-26

Figure 9-10: Projected NMVOC fugitive emissions accounted in NFR 1B2 category (kt) 9-27

Figure 9-11: Projected passenger (left) and freight (right) mobility demand (Mpkm, Mtkm) 9-29

Figure 9-12: Projected emissions of main atmospheric pollutants in transport sector (NFR 1A3) (kt) 9-31

Figure 9-13: Activity data considered in the waste sector: a) biological treatment (expressed in kt of waste), b) incineration (expressed in kt of waste) and c) population served by domestic wastewater handling (expressed in 1000 inhabitants)..... 9-33

Figure 9-14: Historic and projected atmospheric emissions by sector (WEM scenario) (kt)..... 9-43

Figure 9-15: NH_3 emissions by sector for WEM and WAM scenarios (kt) 9-43

List of Tables

Table 9-1: Good agriculture practices considered and respective maximum potential for reducing NH_3 emissions (%) .9-11

Table 9-2: NH_3 emissions reduction potentials considered for agriculture good practices in the WAM scenario (%) .9-13

Table 9-3: Correspondence between GNFR nomenclature and NFR codes considered.....9-14

Table 9-4: Activity data considered: energy consumption in power sector (NFR 1A1a) and total amount of crude processed in refining sector (NFR 1A1b) (PJ).....9-15

Table 9-5: Emissions of main atmospheric pollutants at power sector (categories 1A1a and 1A1b) 9-17

Table 9-6: Activity data considered: energy consumption by fuel in B_Industry sector (combustion in industry) (PJ) 9-19

Table 9-7: Activity data considered: energy consumption by fuel in B_Industry sector (cogeneration in industry) (PJ)..9-19

Table 9-8: Activity data considered in E_Solvents sector (NFR 2D, 2G) 9-20

Table 9-9: Emissions of main atmospheric pollutants accounted in B_Industry (combustion, process and solvents use emissions) (kt).....9-21

Table 9-10: NMVOC emissions accounted in E_Solvents (kt) 9-21

Table 9-11: Total NMVOC emissions accounted in B_Industry and E_Solvents (kt).....9-21

Table 9-12: Activity data considered: energy consumption by fuel in C_OtherStationaryComb sector (TJ).....9-24

Table 9-13: Combustion emissions of main atmospheric pollutants in C_OtherStationaryComb sector (categories 1A4ai Commercial/Institutional, 1A4bi Residential, 1A4ci Agriculture/Forestry/Fishing) (kt) 9-25

Table 9-14: Selected activity variables to estimate fugitive emissions (D_Fugitive sector, category 1B2) 9-27

Table 9-15: NMVOC fugitive emissions accounted in NFR 1B2 category (kt) 9-27

Table 9-16: Projected final energy consumption in transport sector (PJ) 9-30

Table 9-17: Emissions of main atmospheric pollutants in transport sector (NFR 1A3) (kt).....9-31

Table 9-18: Emissions of main atmospheric pollutants in waste sector (NFR 5A, B, C, D, E) 9-34

Table 9-19: Main sectorial variables of plant production in the agricultural sector 9-36

Table 9-20: Main sectorial variables of animal production in the agricultural sector 9-36

Table 9-21: Emissions of main atmospheric pollutants in agriculture sector (NFR 3B, 3D, 3F) (kt) 9-37

Table 9-22: NH_3 emissions at agriculture sector for WEM and WAM scenarios (kt).....9-38

Table 9-23: NH_3 emissions at agriculture sector, by NFR category (NFR 3B, 3D, 3F), for WEM scenario (kt) 9-38

Table 9-24: NH_3 emissions at agriculture sector by NFR category (NFR 3B, 3D, 3F), for WAM scenario (kt) 9-39

Table 9-25: Atmospheric emissions, projections and percentage reductions compared to 2005 by sector (WEM scenario for all pollutants, and additionally a WAM scenario for NH_3) (kt).....9-41

Table 9-26: Assessment of compliance of the national emission reduction commitments (NEC) in 2020-2029 and 2030, with regards to 2005, for WEM scenario.....9-45

Table 9-27: Assessment of compliance of the national emission reduction commitments (NEC) in 2020-2029 and 2030, with regards to 2005, for WAM scenario 9-45

9 Projections

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Executive summary

This chapter presents a scenario analysis for atmospheric pollutant emission projections, until 2050.

The estimation of projected emissions of acidifying and eutrophic gases (NO_x, NMVOC, NH_3 and SO_x), particles (PM_{10}, $PM_{2.5}$, TSP), heavy metals and persistent organic pollutants, for 2025, 2030, 2040 and 2050 is based on a methodological approach consistent with the National Inventory System (SNIERPA).

The Portuguese economy evolution scenarios considered, up to 2050, are aligned with the assumptions outlined in the scope of the National Climate and Energy Plan (PNEC 2030) (approved by the Council of Ministers Resolution No. 149/2024) and the revision of the Portuguese Roadmap for Carbon Neutrality 2050 (RNC 2050), currently under development.

In the context of atmospheric pollutants emission projections, two scenarios were considered:

i) With Existing Measures (WEM): based on the Climate Policy scenario (with additional measures to ensure climate neutrality in 2045), since it was assumed that the respective measures will be adopted under Climate framework;

ii) With Additional Measures (WAM): the WAM scenario, for Air Pollution Policy, includes additional measures modelled to achieve further ammonia emission reductions, applicable to the agriculture sector.

Regarding main pollutants, the largest percentage of emission reductions is obtained (in 2030 compared to 2005) for SO_x and NO_x (89% and 68% respectively, for WEM scenario) due to the reduction in fossil fuel consumption, electrification, and transition to the use of renewable energy sources. Contrarily, for NH_3 there is 0% of variation between 2030 and 2005, in the WEM scenario, leading to an additional measures scenario (WAM).

Regarding the state of compliance for the national emission reduction commitments, as established in the NEC Directive, the following aspects stand out:

With Existing Measures Scenario (WEM):

- reductions in emissions of atmospheric pollutants, obtained under the scope of the trajectory outlined by the RNC 2050, do not guarantee compliance for the NH_3 national reduction commitment, in the 2020-2029 time horizon;
- in the long-term, the national reduction commitments established from 2030 onwards are not met for NH_3, NMVOC and $PM_{2.5}$, requiring the adoption of a set of additional policies and measures.

With Additional Measures Scenario (WAM):

- the implementation of a set of good agricultural practices will allow compliance with the NH_3 ceiling, in both time horizons (2020-2029 and 2030 onwards);
- for the pollutants NMVOC and $PM_{2.5}$ it will be necessary to design policies and measures to reduce the 6 kt (3%) and 4 kt (7%) that remain above the ceiling which will come into force from 2030.

The implementation of policies and measures, considered in the WAM scenario, translated into the implementation of good agricultural practices, should be closely monitored, to ensure NH_3 emissions ceiling compliance, as soon as possible. In the long-term (for 2030-time horizon) the most ambitious carbon neutral scenario (considered in the scope of Portuguese Climate Policy) is not enough to comply with NMVOC and $PM_{2.5}$ objectives. To achieve national emission reduction commitments, it will be required to develop additional policies and measures, namely regarding stationary combustion of biomass in the residential sector (in the case of $PM_{2.5}$) and industrial sector (in the case of NMVOC and $PM_{2.5}$), responsible for significant emissions in 2030.

9.1 Introduction

The current chapter presents a scenario analysis for atmospheric pollutant emission projections.

The estimation of projected emissions of acidifying and eutrophic gases (NO_x, NMVOC, NH_3 and SO_x), particles (PM_{10}, $PM_{2.5}$, TSP), heavy metals and persistent organic pollutants, for 2025, 2030, 2040 and 2050 is based on a methodological approach consistent with the National Inventory System (SNIERPA).

The Portuguese economy evolution scenarios considered, up to 2050, are aligned with the assumptions outlined in the scope of the National Climate and Energy Plan (PNEC 2030) (approved by the Council of Ministers Resolution No. 149/2024) and the revision of the Portuguese Roadmap for Carbon Neutrality 2050 (RNC 2050), currently under development.

9.1.1 PNEC 2030 and RNC 2050 context

During the twenty-second session of the Conference of the Parties (COP 22, 2016) Portugal publicly affirmed its commitment to attain net zero GHG emissions, by the end of the first half of the century. To do so the RNC 2050 roadmap was developed (in 2018) to assess conceivable pathways, integrating all socioeconomic sectors, to achieve zero net carbon emissions by 2050. The RNC 2050 was approved by the Portuguese Government, with the publication of the Council of Ministers Resolution No. 107/2019, and its Technical Report "Long-term Strategy for Carbon Neutrality of the Portuguese Economy by 2050"[1].

The National Energy and Climate Plan 2030 (PNEC 2030), as a mitigation plan for the energy sector, is the main instrument of national energy and climate policy, determining objectives, goals and measures for the 2030 horizon to reduce greenhouse gas emissions and define the direction of the energy transition in favour of the country's strategic interest.

Following developments in the national and European context, particularly in terms of legislation, which led to the adoption of new targets and the strategic framework for energy and climate, and in compliance with the review of the previous version of the PNEC 2030 (submitted to the European Commission in December 2019, in compliance with the provisions of Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action), the PNEC 2030 was updated[2] in 2024. In parallel, a new modelling exercise was carried out, also as part of the RNC 2050 update (currently under development), to ensure the alignment of the objectives established between the short and long term in terms of climate change mitigation.

At the national level, Portugal approved, through Law No. 98/2021 of December 31, its first Climate Framework Law, which consolidated objectives, principles and obligations for the different levels of governance for climate action. The Climate Framework Law revises with greater ambition the GHG emissions reduction targets defined in the RNC 2050, establishing a GHG emissions reduction level of 55% for 2030, in relation to the values recorded in 2005, together with a reduction of 65% to 75% in 2040 and 90% in 2050. The challenges in question require concerted action between energy and climate policies, which allow for the mapping of a feasible trajectory towards a carbon-neutral economy and society, which simultaneously promotes economic growth and improves quality of life.

The achievement of the vision established for the PNEC 2030 is supported by eight objectives:

i) national economy decarbonization;
ii) priority to energy efficiency;

[1] https://unfccc.int/sites/default/files/resource/RNC2050_EN_PT%20Long%20Term%20Strategy.pdf

[2] https://commission.europa.eu/publications/portugal-final-updated-necp-2021-2030-submitted-2024_en

iii) strengthen the commitment to renewable energy and the reduction of the country's energy dependence;
iv) ensure security of supply;
v) promote sustainable mobility;
vi) promote sustainable agriculture and forestry, and enhance carbon capture;
vii) development of innovative and competitive industry;
viii) ensure a fair, equitable, democratic and cohesive transition.

In short, the PNEC 2030 sets out a development strategy for Portugal, based on renewable energy, taking advantage of the country's natural potential and stimulating industrial activities, economic growth, the creation of green jobs, innovation and technological development.

9.1.2 Projected scenarios

The emission projections presented in this document transpose the effects of carbon neutrality trajectories, and correspondent solutions, to air pollutant emissions in Portugal. The estimation of atmospheric pollutant emissions is based on assumptions made within the scope of the PNEC 2030 and RNC 2050 revision, and on the projection of activity variables. These, in turn, result from the energy services and materials demand scenarios, to accommodate the considered evolutive paths of the Portuguese economy. Note: projected activity data for 2030-2050 period, produced under the scope of RNC 2050 (currently under development), are still preliminary.

In the context of atmospheric pollutants emission projections, two scenarios were considered:

iii) With Existing Measures (WEM): based on the Climate Policy scenario (with additional measures to ensure climate neutrality in 2045), since it was assumed that the respective measures will be adopted under Climate framework;
iv) With Additional Measures (WAM): the WAM scenario, for Air Pollution Policy, includes additional measures modelled to achieve further NH_3 emission reductions, applicable to the agriculture sector.

9.2 General methodological approach

9.2.1 GHG projections

Atmospheric emissions projections presented in the following chapters, derive from the work produced for GHG estimations, under PNEC 2030 and RNC 2050 scopes. Their methodology had, as a starting point, the development of a socioeconomic scenario, based on a narrative of possible evolution of Portuguese society, by 2050, built on the evolution of macroeconomic and demographic parameters over this time horizon. It characterizes as:

- socioeconomic developments compatible with carbon neutrality, with the development and application of new technologies that, however, do not significantly change either the production structures or the population's lifestyles. It foresees the incorporation of circular economy models and the maintenance of population concentration in the Metropolitan Areas.

As there is no single model for projecting emissions for all sectors and gases in an integrated manner, a methodologically separate approach has been adopted for each of the four major sectors:

- **Energy system**: GHG emissions were estimated based on the TIMES_PT (Box 1) optimisation model which includes, in an integrated manner, the entire Portuguese energy system starting from energy generation, transport and distribution through to consumption in the end-use sectors such as industry, transport, residential, services and agriculture in their multiple uses (heating, cooling, lighting, electrical equipment, passenger and freight mobility, among others);

- **Agriculture, forests and other land uses**: Estimates of GHG emissions considered the future evolution of crop use, livestock and their respective level of production. This scenario reflects several influence factors, such as: recent decades trends, climate change, the opening of EU agriculture to world agricultural markets, the evolution of diets in Portugal, political changes in the Common Agricultural Policy (CAP) and the evolution of the structures of agricultural holdings and their technological innovation process;
- **Waste and wastewater**: GHG emissions were estimated based on projections of the volume of municipal waste and domestic wastewater generated each year, considering the resident population, and the impact of the policies already adopted. This sector includes emissions from the disposal and treatment of urban and industrial solid waste and wastewater;
- **Fluorinated gases**: GHG emissions were estimated based on the implications of implementation of the Kigali Agreement and the European Regulations that foresee the phasing out of some of these gases over coming decades. This sector includes emissions from the use of fluorinated gases in refrigeration and air conditioning equipment, fire protection systems and electrical switches.

Projected GHG emissions for each sector were subsequently aggregated to calculate national total emissions.

In all sectors, GHG emissions projection follows the methodologies presented in the national emissions inventories, which comply with the emissions calculation guidelines of the 2006 Intergovernmental Panel on Climate Change and relevant UNFCCC decisions for calculation of emissions and reporting emissions projections.

Box 1. TIMES Model

- The bottom-up linear optimization energy system TIMES model was selected as a modelling tool for the development of decarbonisation scenarios for the energy system. The goal of the model is the satisfaction of the energy services demand, at the minimum total system cost, subject to technological, physical and policy constraints. To do so, the model makes simultaneous choices regarding technology investment, primary energy supply and energy trade.
- The technological peer-reviewed model TIMES_PT was used to evaluate the future penetration of different cost-effective technological options in each scenario, in Portugal. The TIMES_PT model represents the whole Portuguese energy system and its possible long-term developments. It takes an integrated energy system, from services demand (in industry, residential/commercial/services, transport, and agriculture sectors), to supply sectors (power and heat production), to decide over a portfolio of energy technologies, following cost-effective criteria.
- The base year for the modelling in TIMES_PT is 2015, with results validated for 2021.

Some of the assumptions considered in the prospective analysis until 2050 are systematized below, by activity sector:

- **Power sector:** Coal power plants currently (2024) are already out of operation and a progressive phase-out of natural gas combined cycle power plants till 2045. All scenarios are modeled using the RCP4.5[3] climate scenario, therefore considering a gradual reduction in water availability until 2050;
- **Buildings:** An increase in multi-apartment buildings is considered, due to urban pressure and to increased tourism in large cities; a reduction in the average housing area due to higher house pricing, real estate pressure and greater house modularity is also considered. Improvement in house thermal comfort is considered, both in heating and cooling seasons;
- **Transports and Mobility:** Greater demand for passengers and goods mobility is assumed, due to greater equity in access to mobility services and economic activity growth; In the long term, a moderate evolution of "mobility-as-a-service" systems with predominance of classic public transport and soft modes; and technological developments, including autonomous mobility, more predominant in individual use, with shared options with lower utilization;
- **Agriculture:** Greater demand for plant-based and organic food products is considered, along with moderate growth in productivity of agricultural production factors. Regarding the evolution of Portuguese agriculture, the following trends were considered:
  - Agricultural Area Used will not undergo changes in its total value, but will present significant changes in its composition, with no transitions in land use. For permanent crops: it was considered that in the coming decades a slightly positive trend will be observed in the areas occupied by permanent crops, mainly irrigated, characterized by a stabilization of vineyards and olive groves and an increase in the area of orchards;
  - In relation to livestock, a decrease in the number of cattle (dairy and non-dairy) is expected, given the social and environmental pressures on the consumption of red meat. For sheep, goats and swine, it is considered that herds will stabilize, as a result of policies such as those outlined in the National Strategic Plan for the Common Agricultural Policy. An increase in the poultry figures is expected;
- **Land Use:** Trend to decrease the average annual burnt area due to forest fires, as a result of improved land use management; the burnt areas will mostly be reforested with production species (cork, maritime pine and eucalyptus), with less loss of forest area for scrub (deforestation) and a considerable increase in forest productivity, with forest expansion limited to production species;
- **Waste:** Development and application of new technologies is considered. However, these do not change either the production structures or the ways of life of the populations. There is a gradual increase in the selective waste collection of recyclables, including bio-waste; a relative reduction of biodegradable urban waste disposal on landfill; and a reduction in the production of urban waste *per capita*.

9.2.2 Atmospheric pollutants projections (WEM scenario)

In the scope of the NEC Directive[4], and the Convention on Long-Range Transboundary Air Pollution reporting template (UNECE/CLRTAP), territorial coverage considered for atmospheric pollutant emissions estimates, is referred to mainland Portugal (excluding Madeira and Azores groups of islands). Contrary, territorial coverage considered in the PNEC 2030 and RNC 2050 is the national total.

[3] The RCP4.5 scenario describes a climatic future, depending on the amount of GHG emitted in the coming years, leading to a radiative forcing, in the year 2100, of 4.5W/m^2. This scenario corresponds to an increase in the average temperature of the planet of 1.4° C (in a range between 0.9° C and 2° C) until 2065, and of 1.8° C until the end of the century.

[4] The EU Directive 2016/2284, of 14 December 2016, on the reduction of national emissions of certain atmospheric pollutants (amending Directive 2003/35/EC and repealing Directive 2001/81/EC), is referred in short, within this section, as the NEC Directive

The followed methodological approach is consistent with national submissions on this subject, namely, with the Portuguese Informative Inventory Report (IIR), in particular regarding specific emission factors (EF) by fuel type, process emission factors, and other approach boundaries (i.e. aviation emissions accountability).

For some sectors, the estimation of air pollutant emissions resulted from the application of implicit emission factors, by type of fuel, according to the projection of energy consumption (e.g. power sector, industry).

An adaptation was made for emission factors to be used considering the level of technological detail of the TIMES_PT model.

The projections "base year" (the year from the historical timeseries which the projections are based on) is 2021. The "inventory version" that was considered for emissions estimates is the IIR submitted in 2023, being later updated by the 2025 submission (emissions for mainland Portugal).

Regarding the emission factors used, the following sector specificities were also taken into account:

- **Power sector:** Power sector estimates were based on the calculation of implicit emission factors, according to fuel used. Regarding the refining activity, estimates were performed according to the evolution of the amount of crude processed in the refineries, in future scenarios;
- **Industry**: To ensure adequate adherence to the national methodology, industry estimates were based on the calculation of implicit emission factors. These factors are expressed as the amount of pollutant emitted by energy consumed (fuel-based), or the amount of pollutant emitted by quantity of produced product (activity-based), associated with each technology and fuel used. These EF reflect the national real operating conditions, accounting for technologies that have already been installed to reduce air pollution;
- **Transports**: In the case of road transport sector, EF used (based on the national IIR) consider current technological conditions (i.e. vehicles stock by powertrain and age). These EF were adjusted to future conditions, reflecting technological and fuel evolution. The emission projection considered TIMES_PT modelling outputs of fleet composition and demand satisfaction. Cold start emissions and evaporative emissions were not included. Non-exhaust emissions (including tyre, brake, and road wear) were accounted, using the EMEP/EEA Air Pollutant Emission Inventory Guidebook[5] (2023 edition) EF. For railways, estimates were activity–based and, in the case of shipping and aviation subsectors, the calculations were fuel consumption based;
- **Residential/ Commercial/ Services**: For these sectors EMEP/EEA Guidebook (2023 edition) EF were used and considering a further alignment with the EF used in the historic emissions estimates. The EF reflect in place emission control and the efficiency improvement technologies to be implemented until 2050. For the specific case of solid biofuels-wood consumption in the residential sector, it was assumed that in 2021, the share of open fireplaces and high-efficiency fireplaces was 38% and 62%, respectively.
- **Agriculture and forestry:** Emissions from these sectors resulted from estimates of areas occupied by temporary and permanent crops and livestock evolution, as well as from the respective vegetable and animal production, and areas occupied by pastures and other uses of agricultural soils. EF were compiled from the EMEP/EEA Guidebook (2023 edition) and from the IIR (2023 submission);
- **Waste:** the methodology adopted for emissions projections considered the physical quantities of municipal solid waste (MSW) and domestic wastewater annually generated, and the correspondent resident population evolution. Air pollutant emissions from MSW incineration were also estimated and allocated under the energy production sector, in coherence with national inventory approach. The quantification of industrial waste was based on the projections of industrial production, by activity sector.

Figure 9-1 summarizes the adopted methodology.

[5] The EMEP/EEA Air pollutant Emission Inventory Guidebook is, in this section, referred in short as EMEP/EEA Guidebook.

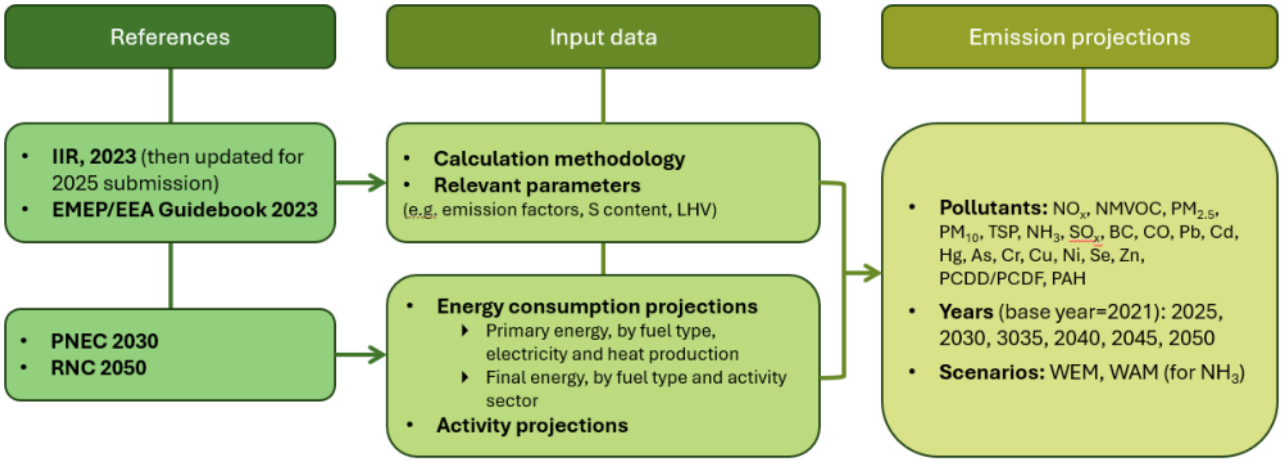

Figure 9-1: Methodological approach adopted for the projection of air pollutant emissions (under the scope of PNEC 2030 and RNC 2050)

9.2.3 Atmospheric pollutants projections (WAM scenario)

In addition to the WEM scenario, a WAM scenario was considered, which included the identification and characterization of good agricultural practices with an impact on the reduction of ammonia emissions.

The WAM scenario is based on the adoption of policies and measures referred in the *Code of Good Practices for the Reduction of Ammonia Emissions*[6], with subsequent quantification of respective mitigation potential. The maximum feasible potential for reducing NH_3 emissions is presented in Table 9-1.

Table 9-1: Good agriculture practices considered and respective maximum potential for reducing NH_3 emissions (%)

Practice/Measure/Action	Potential for reducing NH_3 emissions (%)
Systems for Cattle Facilities	
Traditional, well-insulated installations with roof and automatically controlled natural ventilation	20%
Installation of floors with perforated grooves and use of toothed scrapers	40%
Systems for Swine Facilities	
Reduce the continuous area of the floors with gratings	20%
Reduce the surface of excrement exposed under the gratings	65%
Filter the air to remove NH_3	70 - 90%
Systems for Poultry Facilities	
Conveyor belt systems in cage poultry systems	70%
Conveyor belt systems in non-cage poultry systems	70%
Air purification inside the facilities	70 - 90%
Systems for Manure Storage	
Rigid covering	80%
Flexible covering	80%
Systems for Manure Application	
Incorporating liquid manure into the soil	30 - 90%
Incorporating solid manure into the soil	30 - 90%
Systems for Mineral Fertilizers Application	
Replacing urea with coated urea fertilizers	30%

[6] INIAV (National Institute of Agricultural and Veterinary Research), DGADR (Directorate-general of Agriculture and Rural Development), DGAV (Directorate-general of Food and Veterinary Affairs), (2022), *Code of Good Agricultural Practices for Reducing Ammonia Emissions*, INIAV, ISBN 978-972-579-067-0. Available at: https://www.iniav.pt/images/Investigacao_Inovacao/recursos-naturais/CBPA-Reducao-Emissao-Amoniaco.pdf.

As regards measures for selected livestock facilities, they have the following principles:

- Reduce the area affected by waste;
- Promote the absorption of waste by the materials used in the beds;
- Quickly remove urine from affected areas and promote rapid separation of feces and urine;
- Keep all internal and external areas (activity, rest, exercise) clean and dry;
- Reduce the moisture content of animal bedding and facilities;
- Reduce the temperature and speed of air circulation on the surface of the waste, except in situations where it is drying;
- Reduce the surface area of livestock effluent exposure to the air;
- Reduce the temperature of waste;
- Reduce, whenever possible, the time animals spend in the facilities and dirty areas, by increasing the grazing period;
- Purify the air in the facilities, removing NH_3 through forced ventilation, combined with the use of air purifiers.

Regarding manure storage systems considered to reduce ammonia emissions, these are based on placing a rigid or flexible cover on existing tanks and/or lagoons, allowing ammonia emissions to be reduced by minimizing gas exchanges between slurry and air. Roofs must have the following characteristics:

- Rigid roof: horizontal or conical roofs, made of concrete, fiberglass panels, polyester sheets, among others, and must be waterproof to minimize gas exchange and prevent the entry of rainwater. Due to the promotion of anaerobic conditions, a methane (CH_4) collection system must be attached for its energy use and to reduce the impact on emissions of this gas;
- Flexible coverings: covers made of plastic or geotextile material, fixed vertically by cables anchored to the walls of the structure, in order to prevent instability over time and during slurry homogenization process.

As for the agricultural manure valorization of livestock effluents, which is a very significant source of NH_3 emissions, there are improvements that can be considered, namely incorporating (slurry and manure) into the soil. This reduction can be more efficient, the faster this incorporation is carried out after the distribution of livestock effluents, and reductions of around 90% can be achieved in cases where it is immediately incorporated after application.

Finally, within the scope of emissions from the application of mineral fertilizers, the replacement of urea with coated urea fertilizers aims to provide urea slow release, enabling reduction of NH_3 emissions, gradually making nitrogen available according to the specific needs of the plants.

To design a scenario of additional measures (the WAM scenario), a set of practices/measures, with different degrees of implementation, was considered:

- the implementation of the good practices above described to livestock facilities, according to the currently existing BREF, is considered to cover 20% of the swine and 50% of the poultry livestock. In this way, in 2025 those values were adopted, assuming that 20% of the swine already are covered by these measures, and 50% of the poultry. In 2030, it is considered to reach the maximum feasible reduction, reaching 100% of livestock facilities covered;
- for the incorporation of livestock effluents, it was considered that the maximum implementation of these measures will cover only 1/3 of livestock effluents, immediately incorporated after application, in 2030 and 2/3 in 2060.

Table 9-2: NH_3 emissions reduction potentials considered for agriculture good practices in the WAM scenario (%)

Practice/Measure/Action	Maximum potential for reducing NH_3 emissions (%)	NH_3 emission potential reduction considered by year (%)							
		2025	2030	2035	2040	2045	2050	2055	2060
Systems for Cattle Facilities									
Traditional, well-insulated installations with roof and automatically controlled natural ventilation	20%	10%	20%	20%	20%	20%	20%	20%	20%
Installation of floors with perforated grooves and use of toothed scrapers	40%	20%	40%	40%	40%	40%	40%	40%	40%
Systems for Swine Facilities									
Reduce the continuous area of the floors with gratings	20%	4%	20%	20%	20%	20%	20%	20%	20%
Reduce the surface of excrement exposed under the gratings	65%	13%	65%	65%	65%	65%	65%	65%	65%
Systems for Poultry Facilities									
Conveyor belt systems in cage poultry systems	70%	35%	70%	70%	70%	70%	70%	70%	70%
Systems for Manure Storage									
Rigid covering	80%	40%	80%	80%	80%	80%	80%	80%	80%
Flexible covering	80%	40%	80%	80%	80%	80%	80%	80%	80%
Systems for Manure Application									
Incorporating liquid manure into the soil	30 - 90%	-	30%	35%	40%	45%	50%	55%	60%
Incorporating solid manure into the soil	30 - 90%	-	30%	35%	40%	45%	50%	55%	60%
Systems for Mineral Fertilizers Application									
Replacing urea with coated urea fertilizers	30%	15%	30%	30%	30%	30%	30%	30%	30%

9.3 Sectoral projected emissions

Sectoral projections are presented in this section, following the GNFR (NFR Aggregation for Gridding and LPS) nomenclature, and the respective NFR (Nomenclature For Reporting) Code correspondence, as shown in Table 9-3.

Table 9-3: Correspondence between GNFR nomenclature and NFR codes considered

GNFR Aggregation	NFR Code	NFR Longname
A_PublicPower	1A1	Energy industries (Combustion in power plants & Energy Production): Public electricity and heat production (NFR 1A1a)
B_Industry	1A1	Energy industries (Combustion in power plants & Energy Production): Petroleum refining (NFR 1A1b) *Note: for practical purposes, NFR 1A1b is presented on section A_PublicPower*
	1A2	Stationary combustion in manufacturing industries and construction
	2A,B,C,H,I,J,K,L	Industrial Processes
	2D, 2G	Solvent and other product use: Road paving with asphalt (NFR 2D3b) and Asphalt roofing (NFR 1D3c)
C_OtherStationaryComb	1A4	Other sectors (Commercial, institutional, residential, agriculture and fishing stationary and mobile combustion): NFR 1A4ai - Commercial/ Institutional: Stationary, NFR 1A4bi - Residential: Stationary, NFR 1A4ci - Agriculture/Forestry/Fishing: Stationary, NFR 1A5a - Other stationary (including military)
	1A5	Other
D_Fugitive	1B	Fugitive emissions (Fugitive emissions from fuels)
E_Solvents	2D, 2G	Solvent and other product use
F_RoadTransport	1A3bi	Road Transport, Passenger cars
	1A3bii	Road Transport, Light duty vehicles
	1A3biii	Road Transport, Heavy duty vehicles and buses
	1A3biv	Road Transport, Mopeds & Motorcycles
	1A3bv	Road Transport, Gasoline evaporation
	1A3bvi	Road Transport, Automobile tyre and brake wear
	1A3bvii	Road Transport, Automobile road abrasion
G_Shipping	1A3a,c,d,e	Off-road transport: NFR 1A3di(ii) and 1A3dii
H_Aviation	1A3a,c,d,e	Off-road transport: 1A3ai(i) and 1A3aii(i)
I_Offroad	1A2	Manufacturing Industries and Construction (Combustion in industry including Mobile)
	1A3a,c,d,e	Off-road transport: NFR 1A2gvii, NFR 1A3c, NFR 1A3ei, NFR 1A3eii
	1A4	Other sectors (Commercial, institutional, residential, agriculture and fishing stationary and mobile combustion): NFR 1A4aii, NFR 1A4bii, NFR 1A4cii, NFR 1A4ciii, NFR 1A5b
	1A5	Other
J_Waste	5	Waste
K_AgriLivestock	3B1a	Cattle Dairy
	3B1b	Cattle Non-Dairy
	3B2	Sheep
	3B3	Swine
	3B4a	Buffalo
	3B4f	Goats
	3B4g	Horses
	3B4i	Mules and asses
	3B4j	Poultry

GNFR Aggregation	NFR Code	NFR Longname
	3B4n	Other
L_AgriOther	3D	Plant production and agricultural soils
	3F,I	Field burning and other agriculture

9.3.1 A_PublicPower

9.3.1.1 Methodology and activity data

The estimation of air pollutant emissions in the power sector resulted from the application of implicit emission factors, by type of fuel, according to the projection of activity variables, such as energy consumption, until 2050, for each scenario generated by the TIMES_PT model in the RNC 2050 scope.

The estimates of air pollutants emissions were made according to the following methodological approach:

- power sector (NFR 1A1a): application of implicit emission factors based on the evolution of the energy consumed, by fuel type, between 2021 and 2050;
- refining sector (NFR 1A1b): application of an implicit emission factor, according to the quantity of crude processed, between 2021 and 2050.

The objective of achieving carbon neutrality will require a shift in the paradigm of the energy supply structure, together with a significant increase in energy efficiency. Carbon neutrality will require an extensive use of endogenous renewable energy resources, with positive consequences on lowering energy expenditures for end users and a reduction in energy dependence. After 2030, endogenous resources are expected to surpass the import of petroleum products, which currently represent the largest primary energy source in the country, mainly needed for transport sector.

Energy consumption, projected for the centralized electricity production (NFR 1A1a), is shown in Table 9-4 (excluding renewable sources that do not emit pollutants, represented in Figure 9-2), by fuel. This scenario responds to a future greater electricity demand, as shown in Figure 9-2. Table 9-4 also refers to the total amount of crude processed, projected until 2050 (accounted in NFR 1A1b).

Table 9-4: Activity data considered: energy consumption in power sector (NFR 1A1a) and total amount of crude processed in refining sector (NFR 1A1b) (PJ)

	Historical data (PJ)			Projection (PJ)						Trend	Δ2030-2005 (%)
	2005	2010	2020	2025	2030	2035	2040	2045	2050		
Power sector (NFR 1A1a)											
Coal	135	64	22	0	0	0	0	0	0		-100%
Liquid Petroleum Products	51	2	0	6	2	1	1	0	0		-96%
Natural gas	83	84	88	9	0	0	0	0	0		-100%
Biogas	0	0	0	4	3	2	1	0	0		NA
Biomass	1	7	7	20	14	9	6	3	0		1830%
MSW	8	10	9	5	4	4	4	3	4		-42%
Total	277	166	127	43	23	17	11	6	4		-92%
Refining sector (NFR 1a1b)											
Crude refined	560	535	461	434	401	362	227	0	80		-28%

NA: not applicable

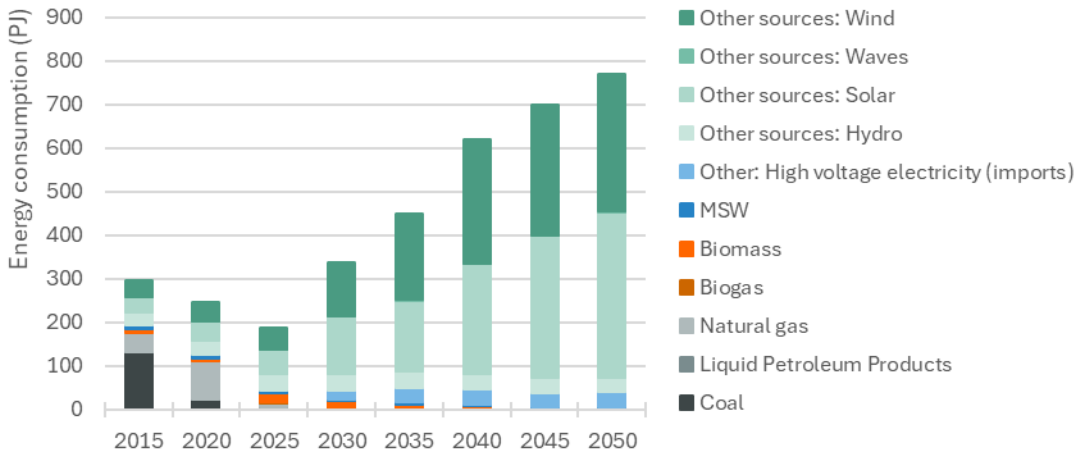

Figure 9-2: Projected energy consumption in power sector by energy source (PJ)

9.3.1.2 Emissions

Pollutants emitted at power and refining sectors (categories 1A1a and 1A1b), presented in Table 9-5 and in Figure 9-3, show a significant decrease, compared to 2005, mainly due to electricity production from renewable sources. Power sector is one of the major vectors of national decarbonisation, due to the cost-effective potential of renewable energy in Portugal, corresponding also to a strong reduction in all atmospheric pollutants emissions until 2050.

NO_x and SO_x emissions (Table 9-5) are sharply reduced, 93% and 99%, respectively, due to the reduction in the consumption of coal and petroleum products. Figure 9-3 represents the main pollutants emission trends within the power sector, according to the fuel used as primary energy source (NFR 1A1a).

Table 9-5: Emissions of main atmospheric pollutants at power sector (categories 1A1a and 1A1b)

Pollutant	Historical data			Projection						Trend	Δ2030-2005 (%)
	2005	2010	2020	2025	2030	2035	2040	2045	2050		
NOx (as NO2) (kt)	70.22	19.23	9.04	12.34	4.69	4.28	3.11	0.73	1.49		-93%
NMVOC (kt)	0.58	0.45	0.47	0.87	0.20	0.17	0.10	0.01	0.03		-66%
SOx (as SO2) (kt)	118.61	8.68	1.12	1.00	0.72	0.57	0.38	0.10	0.10		-99%
NH3 (kt)	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01		-1%
PM2.5 (kt)	2.00	1.17	1.10	1.16	0.67	0.45	0.29	0.13	0.01		-67%
PM10 (kt)	3.27	1.43	1.27	1.30	0.77	0.52	0.34	0.15	0.01		-76%
TSP (kt)	4.61	1.65	1.40	1.42	0.85	0.57	0.37	0.16	0.01		-82%
BC (kt)	0.09	0.04	0.04	0.03	0.02	0.02	0.01	0.00	0.00		-71%
CO (kt)	5.79	5.18	5.39	11.13	1.59	1.36	0.89	0.11	0.26		-73%
Pb (t)	1.39	0.72	0.38	0.21	0.16	0.13	0.09	0.04	0.04		-88%
Cd (t)	0.22	0.10	0.05	0.03	0.03	0.02	0.02	0.00	0.01		-88%
Hg (t)	0.24	0.13	0.07	0.05	0.03	0.03	0.03	0.02	0.02		-86%
As (t)	43.90	26.49	16.03	8.92	5.67	3.74	2.41	1.12	0.01		-87%
Cr (t)	28.26	19.44	12.91	7.87	5.47	3.62	2.34	1.08	0.02		-81%
Cu (t)	50.31	38.30	27.48	18.28	12.70	8.38	5.41	2.52	0.04		-75%
Ni (t)	364.26	46.27	20.45	13.83	9.32	6.21	3.95	1.70	0.10		-97%
Se (t)	125.00	58.86	23.21	1.13	0.74	0.49	0.32	0.15	0.01		-99%
Zn (t)	228.06	209.39	190.03	156.84	108.87	71.79	46.27	21.44	0.14		-52%
PCDD/ PCDF (g I-TEQ)	1.60	1.05	0.68	0.43	0.32	0.24	0.18	0.10	0.07		-80%
Total 1-4 (t)	0.01	0.01	0.01	0.01	0.01	0.00	0.00	0.00	0.00		-51%
HCB (kg)	0.95	0.50	0.23	0.08	0.07	0.06	0.05	0.04	0.04		-93%
PCBs (kg)	0.00	0.02	0.03	0.02	0.02	0.01	0.01	0.00	0.00		452%

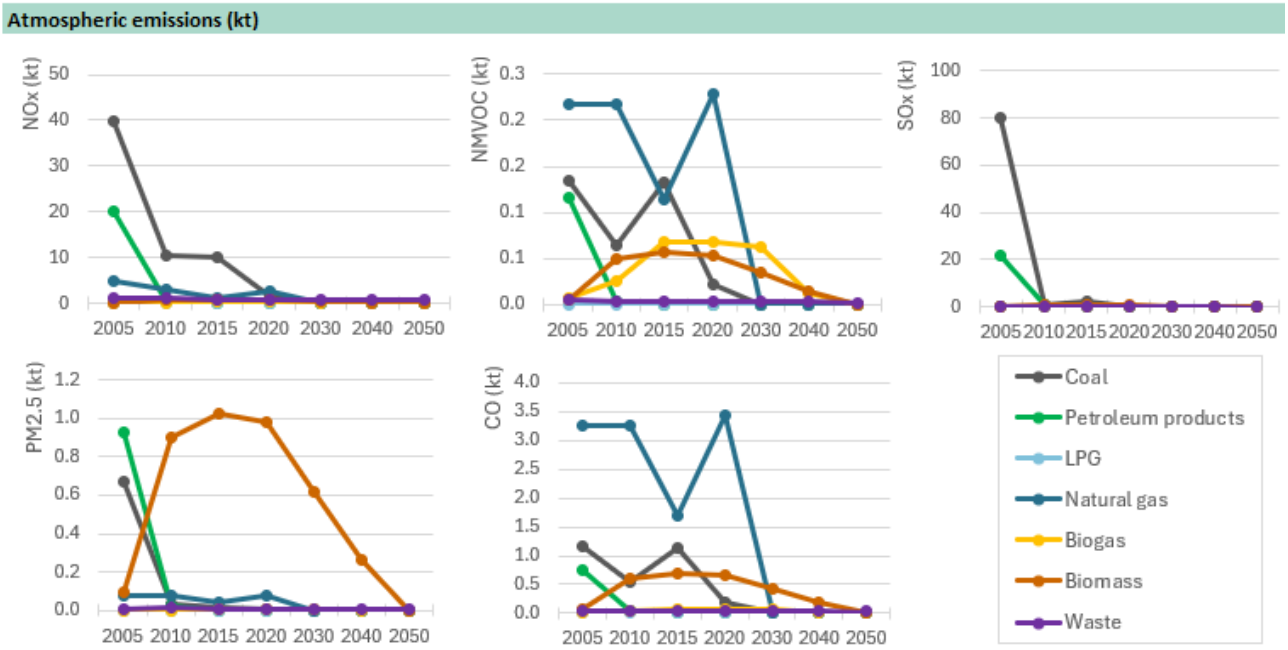

Figure 9-3: Projected emissions of main atmospheric pollutants in power sector (NFR 1A1a) by energy source (kt)

9.3.2 B_Industry and E_Solvents

9.3.2.1 Methodology and activity data

Emissions from B_Industry sector result from combustion in industry and industrial processes. In this sector the following categories are included:

- NFR 1A2: Stationary combustion in manufacturing industries and construction. Note: emissions resulting from cogeneration in this category are also included;
- NFR 2A, B, C, H, I, J, K, L: Industrial Processes;
- NFR 2D: Solvent and other product use, categories Asphalt roofing (NFR 2D3c) and Coating applications (2D3d). The rest of 2G categories are included in E_Solvents;
- Note: NFR 1A1b Petroleum refining is presented in 9.3.1 A_PublicPower.

Emissions from E_Solvents sector include categories 2D and 2G (with exception for NFR 2D3c and 2D3d). Emissions in this sector originate from the use of solvents and other products, at domestic and industrial levels, such as application of paints, varnishes, glues and degreasers.

The estimation of air pollutant emissions resulted from the application of implicit emission factors (by energy source, or according to the expected demand evolution for certain products), in order to guarantee consistency of the projected future scenario with historic emission data, reported on IIR.

Distinct methodologies were used to calculate emissions, namely:

i) using fuel consumption per sector, as activity data, to estimate combustion emissions determined in the IIR by energy approach;

ii) using energy demand per sector, as activity data, to estimate combustion emissions determined in the IIR by production approach;

iii) using product/materials demand projections or population evolution trend, as activity data, to estimate process emissions. In this case, as in ii), estimated emissions consider the existing control/abatement measures.

Materials demand evolution trend is especially relevant regarding emissions based on production approach, while final energy consumptions are the main driver to estimate emissions associated with combustion in industry. Activity data considered to estimate B_Industry and E_Solvents emissions are represented in the following tables and figures:

- B_Industry, combustion in industry: Table 9-6;
- B_Industry, cogeneration in industry: Table 9-7;
- B_Industry, final energy consumption in industry (combustion + cogeneration): Figure 9-7;
- B_Industry, energy and materials demand to estimate process emissions in industry: Figure 9-8;
- E_Solvents, population, energy and materials demand to estimate emissions for categories 2D, 2G: Table 9-8.

The scenario projected for the industrial sector will imply profound changes. By 2030 the consumption of petroleum products will be replaced by other forms of energy, namely biomass, hydrogen and biogas, which will increase compared to current values. Natural gas as a transition fuel increases its consumption in the short medium term until 2025 and declining from that date onwards. Some processes start being electrified, particularly in the less energy intensive sectors, and thermal solar energy gains prominence to produce low/medium temperature heat.

These factors, combined with the circularity of the economy, allow, in addition to the decarbonisation process, significant gains in energy efficiency in the industry, resulting in a reduction in the energy intensity of the sector in 2050, compared to the 2015 levels.

Table 9-6: Activity data considered: energy consumption by fuel in B_Industry sector (combustion in industry) (PJ)

Fuel	Historical (PJ)		Projection (PJ)						Trend	Δ2030-2015 (%)
	2015	2020	2025	2030	2035	2040	2045	2050		
Coal	15.0	10.9	5.4	0.0	2.7	1.0	0.0	0.0		-100%
Fueoil	4.4	1.0	1.8	0.6	0.0	0.0	0.0	0.0		-86%
Gasoline/ Diesel	8.4	7.9	4.3	1.0	0.1	0.1	0.0	0.0		-88%
LPG	2.3	3.4	2.0	0.2	0.1	0.1	0.1	0.1		-90%
Natural gas	35.8	36.3	39.5	33.8	21.4	13.0	6.1	10.7		-6%
H2 blended in Natural gas (10% H2)	0.0	0.0	0.0	0.0	0.0	0.0	9.2	0.0		NA
Biomass	0.0	7.5	11.6	14.1	15.9	16.5	18.0	23.7		31957%
Hydrogen	0.0	0.0	0.0	3.2	12.0	19.8	27.4	29.9		NA
Total	**65.9**	**67.1**	**64.6**	**53.0**	**52.3**	**50.5**	**60.8**	**64.4**		**-20%**

NA: not applicable

Table 9-7: Activity data considered: energy consumption by fuel in B_Industry sector (cogeneration in industry) (PJ)

Fuel	Historical (PJ)		Projection (PJ)						Trend	Δ2030-2015 (%)
	2015	2020	2025	2030	2035	2040	2045	2050		
Fueoil	14.1	9.8	5.7	0.0	0.0	0.0	0.0	0.0		-100%
Gasoline/ Diesel	0.000	0.004	0.000	0.000	0.000	0.000	0.000	0.000		NA
Black liquor	40.8	40.8	52.2	50.9	46.2	43.8	28.8	23.7		25%
Natural gas	23.5	0.0	24.3	22.1	6.4	0.0	0.0	0.0		-6%
H2 blended in Natural gas (06% H2)	0.0	16.9	0.0	0.0	0.0	0.0	0.0	0.0		NA
Biogas	0.0	0.3	0.4	0.6	5.9	10.3	4.5	13.6		NA
Biomass	4.9	18.5	2.4	3.3	24.5	25.0	20.0	14.9		-33%
Other waste (sludge)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0		NA
Total	**83.4**	**86.4**	**85.0**	**76.9**	**83.0**	**79.2**	**53.3**	**52.2**		**-8%**

NA: not applicable

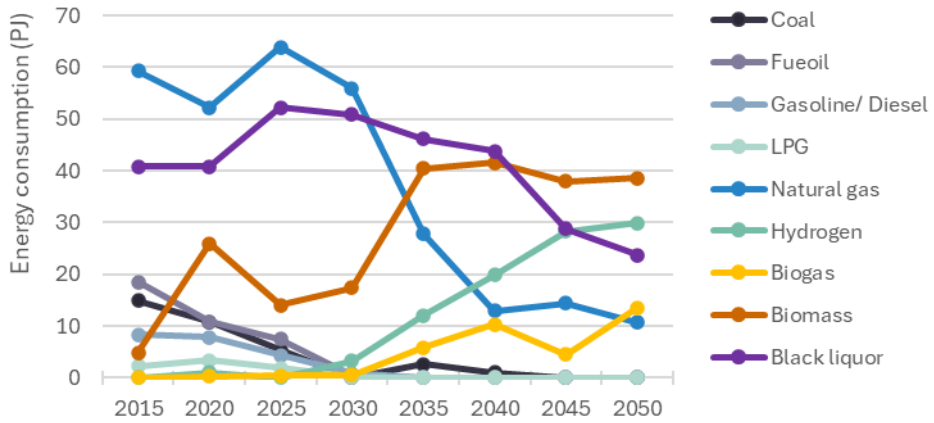

Figure 9-4: Energy consumption by fuel in B_Industry sector (combustion and cogeneration in industry) (PJ)

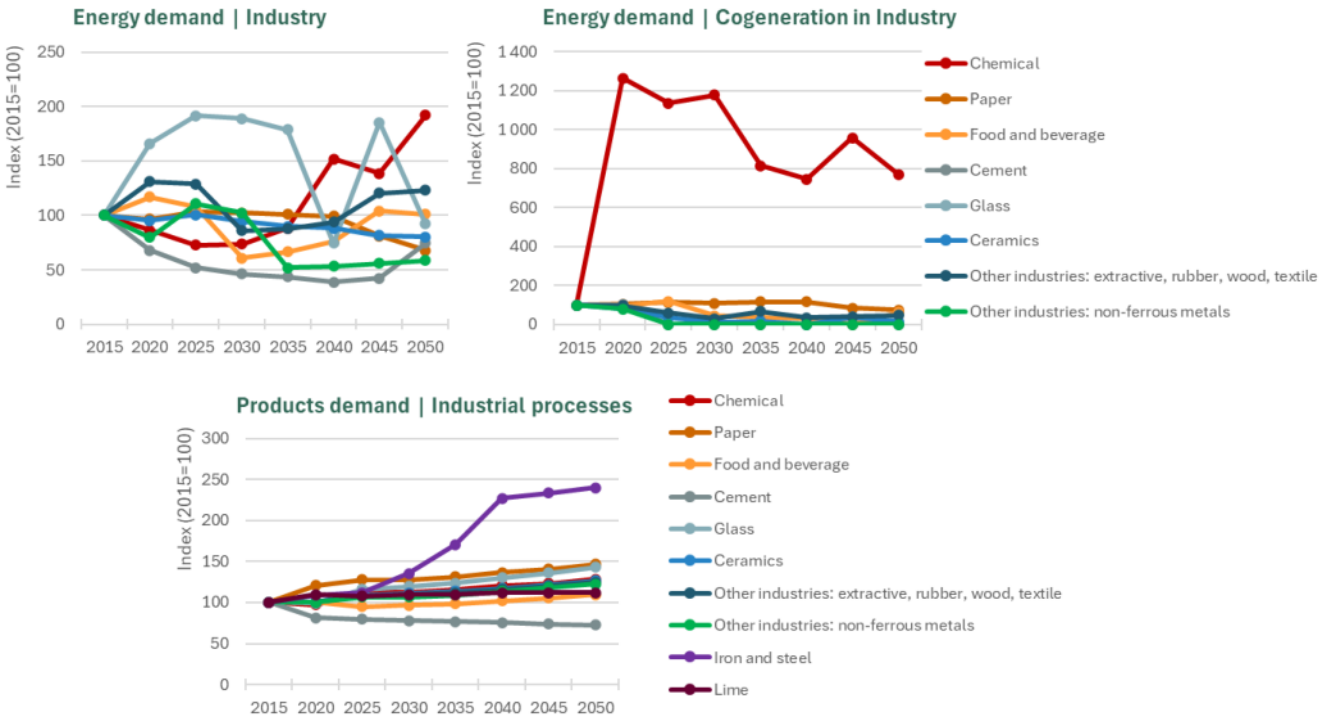

Figure 9-5: Projection of energy and product/materials demand by industrial sub-sectors (Index 2015 = 100)

Table 9-8: Activity data considered in E_Solvents sector (NFR 2D, 2G)

NFR Category	Activity data (Parameter, Unit)	Historical		Projection						Trend	Δ2030-2015 (%)
		2015	2020	2025	2030	2035	2040	2045	2050		
2D3a, 2D3d, 2D3e, 2D3f, 2G | Domestic solvent use, Coating applications, Degreasing, Dry cleaning, Other product use	Population (Inhabitants, millions)	10.3	10.3	10.3	10.1	10.0	9.8	9.6	9.4		-2%
2D3b, 2D3c | Road paving with asphalt, Asphalt roofing	Asphalt (Energy demand, PJ)	18.9	11.5	10.4	9.9	9.4	8.9	8.5	8.1		-48%
2D3d, 2D3i | Coating applications, Other solvent use	Other industries: extractive, rubber, wood, textile (Energy demand, PJ)	36.2	36.2	39.1	39.8	40.6	42.0	43.5	45.2		10%
2D3g | Chemical products	Chemicals (Energy demand, PJ)	15.2	17.1	17.4	17.7	18.1	18.7	19.3	20.1		17%
2D3h | Printing	Paper (Activity demand, Mt)	2.2	2.7	2.8	2.8	2.9	3.0	3.1	3.3		27%
2D3i | Other solvent use (Underseal treatment and conservation of vehicles, Vehicles dewaxing)	Mobility demand (road transport, light vehicles) (Energy demand, PJ)	127.0	108.7	95.8	87.1	77.9	52.3	27.3	24.5		-31%

9.3.2.2 Emissions

Table 9-9, Table 9-10, Table 9-11, Figure 9-6 and Figure 9-7 summarize obtained results, in terms of the main atmospheric pollutants accounted in B_Industry (combustion and process emissions) and NMVOC emissions accounted in E_Solvents.

In general, between 2005 and 2050, there is a decrease in NO_x and SO_x emissions, due to the reduction in the consumption of fueloil, gasoline/diesel and natural gas in the industrial sector, but an increase of NH_3, due to the main contribution of process emissions in NPK fertilizers and urea production, as well as, due to the continued use of black liquor in paper industry (cogeneration).

In the subsectors where emission reductions are achieved, these are due to changes in fuels (for less polluting alternatives, such as renewables or H_2 blending in natural gas), efficiency improvements and decreasing/constant demands (between 2005 and 2050, as is the case for cement).

Regarding NMVOC emissions from solvents use (sub-sector with greater relevance for this pollutant), total emissions show a reduction of about 15%, between 2005 and 2030 (Table 9-11).

Table 9-9: Emissions of main atmospheric pollutants accounted in B_Industry (combustion, process and solvents use emissions) (kt)

Pollutant/ GNFR		Historical data			Projection						Trend	Δ2030-2005 (%)
		2005	2010	2020	2025	2030	2035	2040	2045	2050		
NOx (as NO2) (kt)	Combustion in industry	40.1	35.5	28.1	28.2	24.7	27.6	27.0	26.2	26.9		-39%
	Industrial Processes	4.7	5.0	5.7	0.7	0.8	0.9	1.0	1.1	1.1		-84%
	Solvent and other product use	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		NA
	Total	**44.9**	**40.5**	**33.8**	**28.9**	**25.4**	**28.5**	**28.1**	**27.3**	**28.0**		**-43%**
NMVOC (kt)	Combustion in industry	9.2	10.6	10.6	11.8	11.7	12.7	13.1	13.0	13.9		27%
	Industrial Processes	19.1	20.5	21.5	13.9	14.1	14.5	15.0	15.5	16.1		-26%
	Solvent and other product use	22.2	17.5	16.3	16.8	16.8	16.8	16.9	17.0	17.1		-24%
	Total	**50.4**	**48.6**	**48.4**	**42.5**	**42.6**	**44.0**	**45.0**	**45.5**	**47.1**		**-16%**
SOx (as SO2) (kt)	Combustion in industry	31.2	25.1	16.2	21.8	13.8	16.2	14.1	11.5	11.0		-56%
	Industrial Processes	12.3	6.0	5.0	1.0	1.0	1.1	1.2	1.2	1.3		-92%
	Solvent and other product use	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		NA
	Total	**43.6**	**31.1**	**21.2**	**22.8**	**14.8**	**17.3**	**15.2**	**12.7**	**12.2**		**-66%**
NH3 (kt)	Combustion in industry	0.7	0.5	0.5	2.4	2.3	2.1	2.1	1.5	1.3		214%
	Industrial Processes	2.4	1.4	1.3	1.3	1.3	1.3	1.4	1.4	1.5		-44%
	Solvent and other product use	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		NA
	Total	**3.1**	**2.0**	**1.7**	**3.7**	**3.6**	**3.5**	**3.4**	**2.9**	**2.8**		**17%**
PM2.5 (kt)	Combustion in industry	9.4	6.7	5.2	6.7	5.5	8.1	6.0	5.7	6.0		-42%
	Industrial Processes	8.8	9.4	10.5	4.1	4.1	4.2	4.4	4.5	4.7		-53%
	Solvent and other product use	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		45%
	Total	**18.2**	**16.1**	**15.8**	**10.8**	**9.6**	**12.4**	**10.4**	**10.2**	**10.7**		**-47%**
BC (kt)	Combustion in industry	0.6	0.5	0.3	0.5	0.3	0.5	0.4	0.4	0.3		-50%
	Industrial Processes	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		4%
	Solvent and other product use	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		45%
	Total	**0.7**	**0.5**	**0.4**	**0.5**	**0.4**	**0.5**	**0.4**	**0.4**	**0.4**		**-47%**
CO (kt)	Combustion in industry	27.3	22.9	16.0	17.0	15.2	18.8	17.5	15.6	15.3		-44%
	Industrial Processes	5.2	4.3	5.1	5.2	6.1	7.3	9.3	9.5	9.8		18%
	Solvent and other product use	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		45%
	Total	**32.5**	**27.2**	**21.1**	**22.2**	**21.2**	**26.1**	**26.7**	**25.2**	**25.1**		**-35%**

Legend: Combustion in industry: NFR 1A2; Industrial processes: NFR 2A, B, C, H, I, J, K, L; Solvent and other product use: NFR 2D, 2G (NFR 2D3c, 2D3d); NA: not applicable

Table 9-10: NMVOC emissions accounted in E_Solvents (kt)

NFR Cod	Long name	Historical data			Projection						Trend	Δ2030-2005 (%)
		2005	2010	2020	2025	2030	2035	2040	2045	2050		
2D3a	Domestic solvent use including fungicides	17.0	17.3	28.0	28.0	27.6	27.2	26.8	26.2	25.6		63%
2D3b	Road paving with asphalt	0.008	0.004	0.003	0.003	0.003	0.003	0.002	0.002	0.002		-67%
2D3e	Degreasing	14.0	5.6	1.7	1.7	1.7	1.7	1.7	1.6	1.6		-88%
2D3f	Dry cleaning	1.1	0.5	0.2	0.2	0.2	0.2	0.2	0.2	0.2		-80%
2D3g	Chemical products	13.9	12.8	12.3	12.6	12.8	13.1	13.5	14.0	14.5		-8%
2D3h	Printing	1.8	0.7	0.7	0.7	0.7	0.7	0.7	0.8	0.8		-63%
2D3i	Other solvent use	11.4	8.9	8.2	8.5	8.4	8.4	8.1	7.9	8.1		-26%
2G	Other product use	3.1	3.0	1.8	1.7	1.6	1.5	1.5	1.4	1.4		-49%
	Total	**62.4**	**49.0**	**53.0**	**53.3**	**53.0**	**52.8**	**52.5**	**52.1**	**52.3**		**-15%**

Table 9-11: Total NMVOC emissions accounted in B_Industry and E_Solvents (kt)

Pollutant/ GNFR		Historical data			Projection						Trend	Δ2030-2005 (%)
		2005	2010	2020	2025	2030	2035	2040	2045	2050		
NMVOC (kt)	B_Industry	50	49	48	42	43	44	45	46	47		**-16%**
	E_Solvents	62	49	53	53	53	53	52	52	52		**-15%**
	Total	**113**	**98**	**101**	**96**	**96**	**97**	**97**	**98**	**99**		-15%

Figure 9-6: Projected emissions of main atmospheric pollutants in B_Industry (combustion, process and solvents use) (kt)

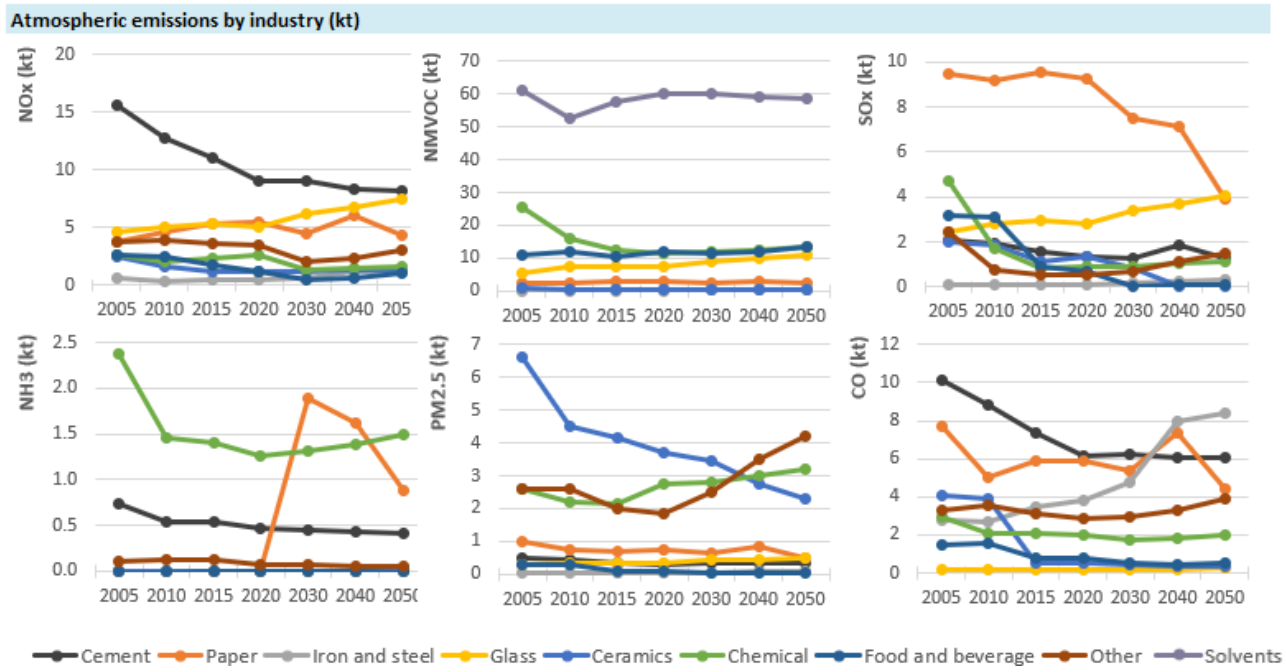

Figure 9-7: Projected emissions of main atmospheric pollutants in the B_Industry and E_Solvents sectors (kt)

9.3.3 C_OtherStationaryComb

9.3.3.1 Methodology and activity data

Projections included in C_OtherStationaryComb sector derive from stationary combustion in the following categories:

- NFR 1A4 ai Commercial/ Institutional: Stationary;
- NFR 1A4 bi Residential: Stationary;
- NFR 1A4 ci Agriculture/Forestry/Fishing: Stationary.

Emissions estimates from stationary combustion sources, associated with the commercial/institutional, residential and agriculture/forestry/fishing sectors, were based on the methodology and EF contained in IIR (2024 submission) and in the EMEP/EEA Guidebook (EEA, 2019). Emissions form NFR 1A4 ci to 1A4 ciii were aggregated in a single NFR (1A4ci) since the sector activity level data is only available at tier 1 level.

The activity data used was final energy consumption, by energy source, in NFR 1A4, according to the results obtained with TIMES_PT model, which are shown in Table 9-12 and Figure 9-8.

Buildings, both residential and services, are major energy consumers and are currently responsible for around 30% of final energy consumption in Portugal. Energy consumption in service buildings is used for heating and cooling, lighting, refrigeration and cooking, among others.

In a long-term perspective of final energy consumption, the following aspects stand out:

- electrification of all end-uses, with electricity already being the main energy vector in the case of service buildings;
- natural gas remains an option in residential sector until 2050, but showing a decline;
- biomass use follows the same trend, but maintaining still a relevant expression for space heating;
- thermal solar energy use, for water heating, and heat pumps, for air conditioning, are cost-effective options, with the greatest potential in order to achieve decarbonisation in buildings.

The projected values also show the possibility of a decrease in energy consumption per m^2 in residential buildings in 2050 compared to 2015, also justified by the adoption of high-performance electrical equipment such as LEDs for lighting and class A+++ equipment.

Table 9-12: Activity data considered: energy consumption by fuel in C_OtherStationaryComb sector (TJ)

NFR Code	Fuel	Historical data (TJ)			Projection (TJ)						Trend	Δ2030-2005 (%)
		2005	2010	2020	2025	2030	2035	2040	2045	2050		
NFR 1A4ai Commercial/ institutional: Stationary	Fuel oil	2 818	2 366	384	1 116	0	0	0	0	0		-100%
	Gas/diesel oil	25 195	4 301	1 429	0	0	0	0	0	0		-100%
	LPG	4 256	1 900	2 309	1 171	15	0	0	0	0		-100%
	Natural gas	5 751	9 503	10 095	5 410	4 282	470	319	0	0		-26%
	Solid biofuels	0	0	690	0	0	0	0	0	0		NA
	Total	**38 019**	**18 070**	**14 908**	**7 697**	**4 298**	**470**	**319**	**0**	**0**		**-89%**
NFR 1A4bi Residential: Stationary	Fuel oil	0	0	0	1 242	376	0	0	0	0		NA
	Gas/diesel oil	785	4 886	2 042	0	0	0	0	0	0		-100%
	LPG	27 444	21 735	15 543	11 435	7 315	3 817	2 400	0	0		-73%
	Natural gas	7 859	11 770	11 546	9 290	5 178	4 002	3 516	2 278	2 004		-34%
	Solid biofuels	33 905	27 669	30 500	22 308	20 868	18 340	14 898	10 667	9 245		-38%
	Total	**69 993**	**66 059**	**59 631**	**44 275**	**33 738**	**26 159**	**20 814**	**12 945**	**11 249**		**-52%**
NFR 1A4ci Agriculture/ Forestry/ Fishing: Stationary	Fuel oil	809	144	22	15 360	14 301	13 290	12 291	11 355	13 804		1668%
	Gas/diesel oil/ Gasoline	6 526	5 626	7 316	0	0	0	0	0	0		-100%
	LPG	513	291	171	312	315	311	308	306	304		-39%
	Natural gas	306	402	569	294	296	293	290	288	286		-3%
	Solid biofuels	27	22	218	0	0	0	0	0	0		-99%
	Total	**8 180**	**6 484**	**8 297**	**15 966**	**14 911**	**13 894**	**12 889**	**11 949**	**14 394**		**82%**
Total		**116 193**	**90 614**	**82 836**	**67 938**	**52 947**	**40 524**	**34 021**	**24 894**	**25 643**		**-54%**

NA: not applicable. Note: the projected activity data for Agriculture/Forestry/Fishing are aggregated values that include all sub-categories of NFR 1A4c.

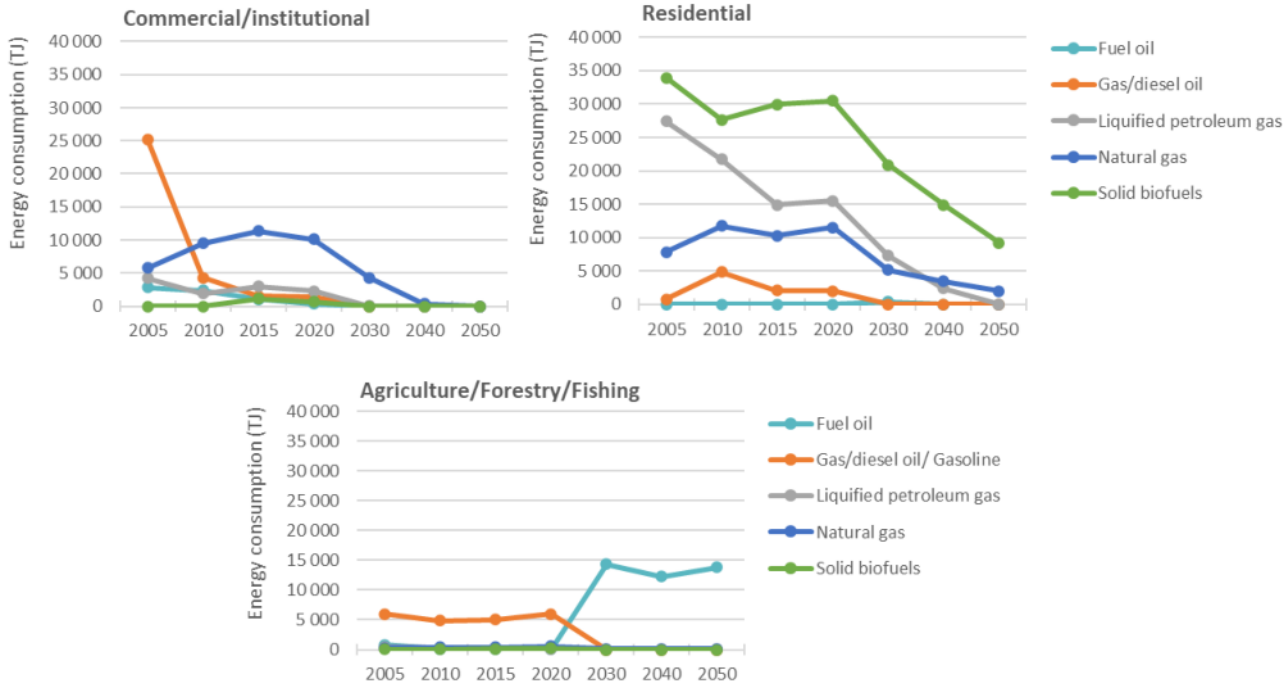

Figure 9-8: Final energy consumption in the Commercial/Institutional (NFR 1A4ai), Residential (NFR 1A4bi) and Agriculture/Forestry/Fishing (NFR 1A4ci) categories (PJ) (Note: the projected activity data for Agriculture/Forestry/ Fishing are aggregated values that include all sub-categories of NFR 1A4c)

9.3.3.2 Emissions

For all pollutants under analysis there is a global reduction in emissions in 2050, due to the consumption decrease of polluting fossil fuels (Table 9-13 and Figure 9-9). The increased use of electricity and renewable energy sources, such as thermal solar energy in buildings, has a positive impact in reducing air pollutants emissions.

The largest reductions in emissions, occur in the Commercial/Institutional sector, followed by the Residential sector. Current emissions in the commercial sector essentially derive from the use of petroleum products and natural gas, while in the residential sector, they are due to the more significant use of LPG and biomass. In 2050, emissions are almost exclusively due to wood burning at fireplace appliances in the residential sector.

Table 9-13: Combustion emissions of main atmospheric pollutants in C_OtherStationaryComb sector (categories 1A4ai Commercial/Institutional, 1A4bi Residential, 1A4ci Agriculture/Forestry/Fishing) (kt)

Pollutant/ Category		Historical data			Projection						Trend	Δ2030-2005
		2005	2010	2020	2025	2030	2035	2040	2045	2050		
NOx (as NO2) (kt)	Commercial/institutional	3.7	1.3	0.9	1.5	0.6	0.1	0.0	0.0	0.0		-83%
	Residential	3.8	3.6	3.4	3.4	2.5	2.0	1.6	1.0	0.9		-35%
	Agriculture/Forestry/Fishing	1.4	1.2	1.6	0.2	0.2	0.2	0.2	0.2	0.2		-86%
	Total	**8.8**	**6.2**	**5.9**	**5.0**	**3.3**	**2.2**	**1.8**	**1.2**	**1.1**		**-63%**
NMVOC (kt)	Commercial/institutional	0.5	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0		-95%
	Residential	17.4	14.0	14.0	10.1	9.5	8.3	6.8	4.8	4.2		-46%
	Agriculture/Forestry/Fishing	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0		-90%
	Total	**18.0**	**14.3**	**14.2**	**10.2**	**9.5**	**8.3**	**6.8**	**4.8**	**4.2**		**-47%**
SOx (as SO2) (kt)	Commercial/institutional	1.4	1.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0		-100%
	Residential	0.4	0.3	0.4	0.3	0.3	0.2	0.2	0.1	0.1		-39%
	Agriculture/Forestry/Fishing	0.4	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0		-100%
	Total	**2.2**	**1.6**	**0.7**	**0.3**	**0.3**	**0.2**	**0.2**	**0.1**	**0.1**		**-88%**
NH3 (kt)	Commercial/institutional	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		NA
	Residential	2.3	1.8	1.9	1.3	1.3	1.1	0.9	0.6	0.6		-45%
	Agriculture/Forestry/Fishing	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		NA
	Total	**2.3**	**1.8**	**1.9**	**1.3**	**1.3**	**1.1**	**0.9**	**0.6**	**0.6**		**-45%**
PM2.5 (kt)	Commercial/institutional	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0		-95%
	Residential	22.4	18.1	18.2	13.2	12.3	10.8	8.8	6.3	5.5		-45%
	Agriculture/Forestry/Fishing	0.2	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0		-99%
	Total	**22.7**	**18.3**	**18.4**	**13.2**	**12.3**	**10.8**	**8.8**	**6.3**	**5.5**		**-46%**
BC (kt)	Commercial/institutional	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		11%
	Residential	2.2	1.8	1.8	1.3	1.2	1.1	0.9	0.6	0.5		-46%
	Agriculture/Forestry/Fishing	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0		-100%
	Total	**2.3**	**1.9**	**1.9**	**1.3**	**1.2**	**1.1**	**0.9**	**0.6**	**0.5**		**-48%**
CO (kt)	Commercial/institutional	0.9	0.5	0.6	0.5	0.2	0.0	0.0	0.0	0.0		-75%
	Residential	126.1	101.9	100.9	73.6	68.5	60.1	48.8	34.9	30.2		-46%
	Agriculture/Forestry/Fishing	0.4	0.3	0.5	0.1	0.1	0.1	0.1	0.1	0.1		-66%
	Total	**127.3**	**102.7**	**102.0**	**74.3**	**68.8**	**60.2**	**48.9**	**35.0**	**30.4**		**-46%**

NA: not applicable

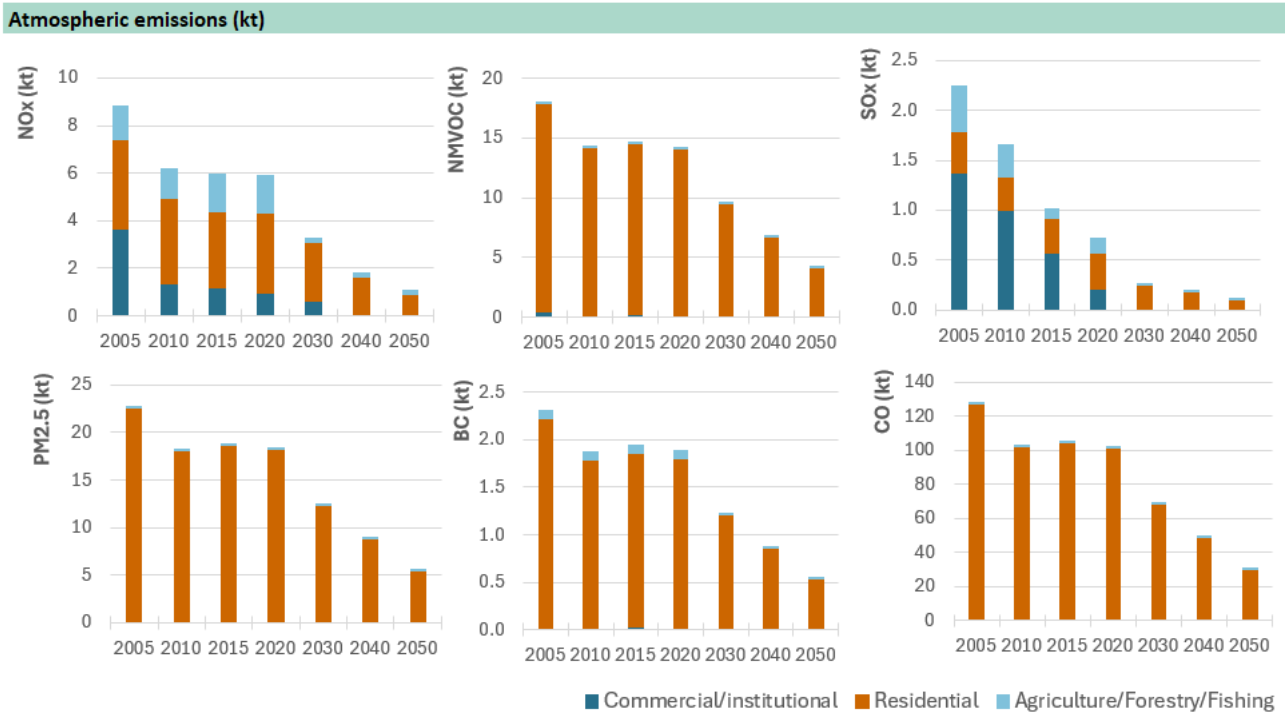

Figure 9-9: Projected combustion emissions of main atmospheric pollutants in C_OtherStationaryComb sector (categories 1A4ai Commercial/Institutional, 1A4bi Residential, 1A4cii Agriculture/Forestry/Fishing) (kt)

9.3.4 D_Fugitive

9.3.4.1 Methodology and activity data

Projected estimates of D_Fugitive sector include the following categories:

- 1B2ai Fugitive emissions oil: Exploration, production, transport;
- 1B2aiv Fugitive emissions oil: Refining and storage;
- 1B2av Distribution of oil products;
- 1B2b Fugitive emissions from natural gas (exploration, production, processing, transmission, storage, distribution and other);
- 1B2c Venting and flaring (oil, gas, combined oil and gas);
- Note: Emissions from NFR 1B2d Other fugitive emissions from energy production were not estimated.

This sector includes fugitive emissions, mainly from NMVOC, resulting from activities such as crude oil transportation, refuelling, loading and unloading at refineries, storage in tanks, and fuel distribution at gas stations.

Fugitive emissions estimates resulted from the application of implicit emission factors, in order to guarantee the consistency of projected future scenario with historical data. The activity data used was based on:

- gasoline and diesel consumption, in the road transport segment, to estimate the category related with fugitive emissions in gas stations (NFR 1B2av);
- quantities of processed crude, to estimate the categories related with refining operations (all other NFR).

Table 9-14: Selected activity variables to estimate fugitive emissions (D_Fugitive sector, category 1B2)

Activity data	Historical		Projection						Trend	Δ2030-2015 (%)
	2015	2020	2025	2030	2035	2040	2045	2050		
Crude processed (PJ)	601	461	434	401	362	227	0	80		-33%
Gasoline and diesel consumption in road transport (PJ)	202	185	182	177	158	86	12	2		-12%

9.3.4.2 Emissions

Table 9-15 and Figure 9-10 summarize obtained results, regarding fugitive emissions from NMVOC derived from oil production and refining. NMVOC emissions follow the downward trend of activity variables (from the quantity of processed crude and gasoline/diesel distribution to supply the road transport sector), on which its projection was based. The overall reduction of this sector's NMVOC is of 44%, in 2030 compared to 2005.

Table 9-15: NMVOC fugitive emissions accounted in NFR 1B2 category (kt)

NFR		Historical data			Projection						Trend	Δ2030-2005 (%)
		2005	2010	2020	2025	2030	2035	2040	2045	2050		
1B2ai	Fugitive emissions oil: Exploration, production, transport	0.71	0.61	0.58	0.55	0.51	0.46	0.29	0.00	0.10		-28%
1B2aiv	Fugitive emissions oil: Refining / storage	2.77	2.63	1.48	1.39	1.28	1.16	0.73	0.00	0.26		-54%
1B2av	Distribution of oil products	5.39	4.50	3.36	3.23	3.07	2.75	1.61	0.11	0.31		-43%
1B2b	Fugitive emissions from natural gas (exploration, production, processing, transmission, storage, distribution and other)	0.0003	0.0004	0.0004	0.0011	0.0000	0.0000	0.0000	0.0000	0.0000		-100%
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.06	0.04	0.13	0.12	0.11	0.10	0.06	0.00	0.02		95%
	Total	**8.93**	**7.79**	**5.55**	**5.30**	**4.98**	**4.47**	**2.69**	**0.11**	**0.69**		**-44%**

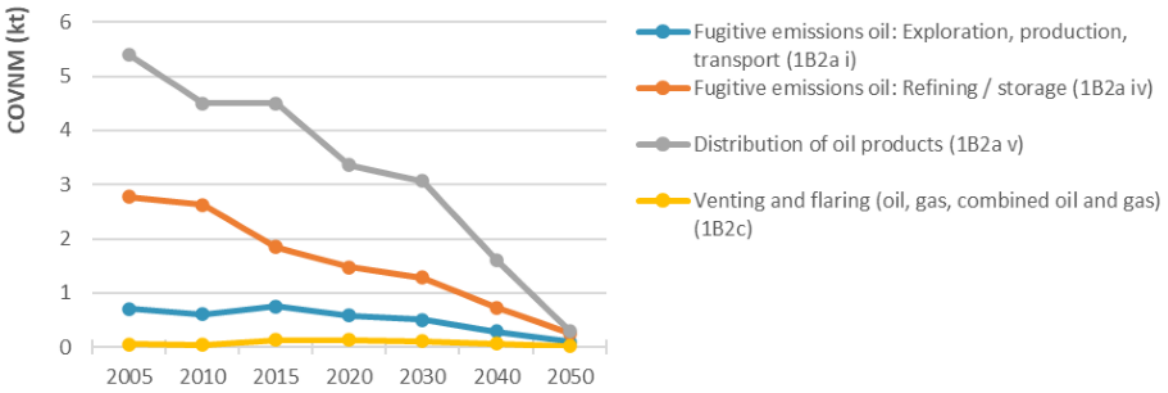

Figure 9-10: Projected NMVOC fugitive emissions accounted in NFR 1B2 category (kt)

9.3.5 F_RoadTransport, G_Shipping, H_Aviation, I_Offroad (Railways)

9.3.5.1 Methodology and activity data

Estimates for transport emissions include the following categories:

- F_RoadTransport 1A3biRoad transport: Passenger cars;
- F_RoadTransport 1A3bii Road transport: Light duty vehicles;
- F_RoadTransport 1A3biii Road transport: Heavy duty vehicles and buses;
- F_RoadTransport 1A3biv Road transport: Mopeds & motorcycles;
- F_RoadTransport 1A3bv Road transport: Gasoline evaporation;
- F_RoadTransport 1A3bvi Road transport: Automobile tyre and brake wear;
- F_RoadTransport 1A3bvii Road transport: Automobile road abrasion;
- H_Aviation 1A3ai(i) International aviation LTO (civil);
- H_Aviation 1A3aii(i) Domestic aviation LTO (civil);
- G_Shipping 1A3di(ii) International inland waterways;
- G_Shipping 1A3dii National navigation (shipping);
- I_Offroad 1A3c Railways.

Transport sector has a significant weight in GHG emissions (of 67% of total national GHG emissions, without LULUCF) and NO_x (55% in 2023). In the last decades this sector showed a significant growth, being the road transport segment the major contributor. It is also the sector with the highest energy intensity and the greatest indirect contribution to primary energy import and energy dependence.

In the decarbonisation effort context, the mobility sector will have significant changes, especially in the next two decades, with effects in air pollutant emissions. An increase in the mobility demand is estimated, in all modes, as well as the following aspects in a context of necessary emission reduction:

- **passenger mobility**: the main driver for the decarbonisation of passenger mobility is the replacement of combustion engines with more efficient and electric traction, provided mainly by batteries and/or hydrogen, together with more intensive use of public transportation. From 2040 onwards, the massification of mobility-as-a-service will also contribute to lower emissions, for example with the generalization of shared and/or autonomous electric light passenger vehicles;
- **freight mobility**: the light duty vehicles stock electrification trend will intensify. In the case of heavy-duty vehicles, the electrification rate is more limited, but it was considered that new fuels (H_2) and/or new technologies (dynamic charging systems) will be introduced in the medium-long term. The implementation of these solutions will depend on the development of support infrastructures, whose technical feasibility, investment and operating costs are still subject to a high degree of uncertainty.

The projected technological changes, to satisfy mobility, bring efficiency improvements, with a reduction in the energy intensity of the sector.

Fossil fuels are gradually replaced by electricity and hydrogen, with an increase of soft modes in short distance mobility. Electrification is preponderant in most transport modes in the trajectory for carbon neutrality, reaching values in the order of 70% of the total energy consumption of transport in 2050. Electrification is thus an enhancer of energy efficiency in transport, propagating this effect throughout the energy system and contributing to a positive impact in the reduction of air pollutants.

The calculation of emissions from road transport was done using emission factors (Gg of pollutant/ PJ), which vary according to the type of vehicles that guarantee demand satisfaction (Figure 9-11), and the fuel used, according with the results obtained with TIMES_PT model. Figure 9-11 shows a downward trend in the

demand for private car transport, in line with assumptions of increased telework and modal shifts to public/collective transport and soft modes.

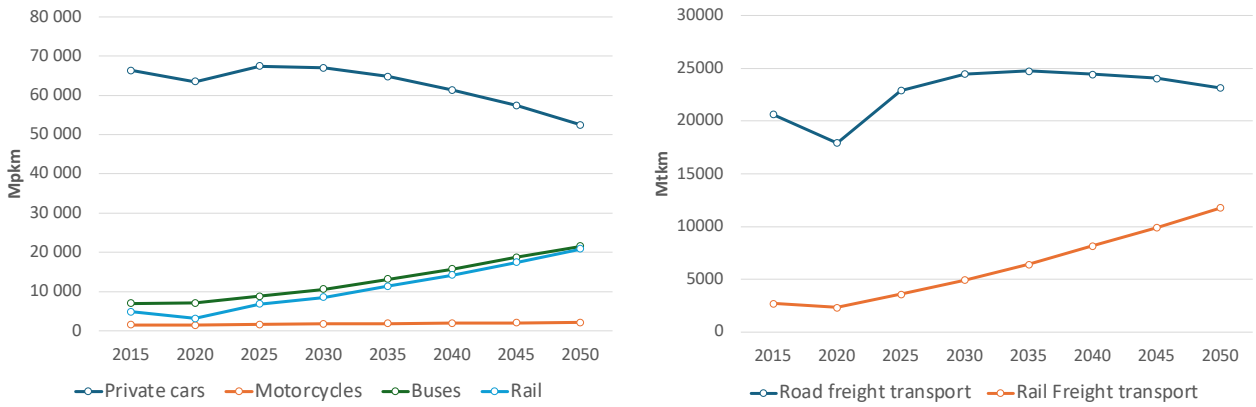

Figure 9-11: Projected passenger (left) and freight (right) mobility demand (Mpkm, Mtkm)

In the case of abrasion emissions associated to tyre, brake and road surface wear (NFR codes: 1A3bvi - Road transport: Automobile tyre and brake wear and 1A3bvii - Road transport: Automobile road abrasion), the distance travelled by all the road vehicles modes was considered as the emission driver indicator.

The calculation of emissions from the aviation sector was based on implicit emission factors, taking into account the evolution of biofuels consumption, electricity and H_2. The activity variables in these cases were the projection of aircraft movements (landing and take-off cycles − LTO), whose flights had origin or destination airports in mainland Portugal territory.

In relation to the railway transport, the estimation only considered the emissions associated with transport carried out by diesel trains.

Finally, emissions from the navigation sector were estimated based on the implicit emission factors by fuel type.

Table 9-16 refers to final energy consumption in the transport sector, including fossil fuels, biofuels and synthetic fuels (considered in navigation), and not considering electricity or hydrogen fuels (which do not account for air pollutant emissions). The reduction in final energy consumption (of fossil fuels, biofuels and synthetic fuels) is more evident in the long term, reaching a drop of around 87% in road transport mode, in 2050, compared to 2025.

Table 9-16: Projected final energy consumption in transport sector (PJ)

Transport mode	Historical		Projection						Trend	Δ2030-2015 (%)
	2015	2020	2025	2030	2035	2040	2045	2050		
Road transport, car	126.9	108.7	91.7	78.3	66.3	32.4	0.0	0.0		-38%
Road transport, light dutty	18.5	22.6	29.5	31.6	29.6	20.1	5.2	4.1		70%
Road transport, bus	4.2	5.3	5.8	6.5	5.3	4.1	1.7	1.3		57%
Road transport, heavy dutty	60.0	56.0	71.1	78.5	78.4	65.8	27.4	19.6		31%
Road transport, L-category	1.9	1.5	1.5	1.3	1.5	1.0	0.0	0.0		-30%
Total	**211.6**	**194.0**	**199.6**	**196.3**	**181.2**	**123.4**	**34.3**	**25.1**		**-7%**
Train, passenger	0.4	0.2	0.3	0.4	0.2	0.2	0.2	0.2		-7%
Train, freight	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		NA
Total	**0.4**	**0.2**	**0.3**	**0.4**	**0.2**	**0.2**	**0.2**	**0.2**		**3%**
Aviation, passenger	0.6	0.0	5.3	4.9	4.7	4.0	3.2	2.9		675%
Aviation, freight	0.1	0.7	0.9	1.0	1.0	0.9	0.9	0.8		934%
Total	**0.7**	**0.7**	**6.2**	**5.8**	**5.7**	**4.9**	**4.1**	**3.7**		**708%**
Navigation	4.2	2.2	3.8	4.2	4.4	4.6	4.8	5.2		0%
All modes Total	**212.7**	**195.0**	**206.2**	**202.5**	**187.1**	**128.5**	**38.6**	**29.0**		**-5%**

NA: not applicable; Note: final energy consumption does not include electricity and hydrogen sources

9.3.5.2 Emissions

The projected emissions of the main air pollutants in the transport sector are presented in Table 9-17 and in Figure 9-12.

For most air pollutants there is a significant reduction in emissions, with a large reduction for road transport sector, from 2030 onwards, especially for NO_x, NMVOC and CO. The electrification of the sector has a decisive influence on these emission reductions. The adoption of shared mobility models, which are cost-effective by 2050, contributes to the reduction of energy intensity, having a positive effect on the reduction of GHG and atmospheric pollutants. Efficiency gains, through electric mobility, compared to fossil fuels, are also important.

For particulate matter, abrasion emissions (tyre, brake and surface wear) will remain.

The shipping sector is the highest SO_x emissions contributor. This subsector is the least decarbonized, with demand growing over time and, in 2030, still satisfied by a high proportion of maritime diesel that, in the following years, gives rise to the use of liquefied natural gas, biofuels and synthetic fuels (in the medium-long term), and electricity (in short distance, in particular in inland waterways). The category 1A3c Railways is estimated to emit no pollutants into the atmosphere.

Table 9-17: Emissions of main atmospheric pollutants in transport sector (NFR 1A3) (kt)

Pollutant/ GNFR		Historical data			Projection						Trend	Δ2030-2005 (%)
		2005	2010	2020	2025	2030	2035	2040	2045	2050		
NOx (as NO2) (kt)	F_RoadTransport	100.7	86.1	48.8	32.5	31.5	27.6	17.0	3.4	2.7		-69%
	G_Shipping	3.1	3.2	2.6	2.8	2.2	2.0	1.6	1.2	0.4		-28%
	H_Aviation	2.7	2.9	1.7	6.2	6.3	6.2	6.0	5.8	5.6		133%
	Total	**106.5**	**92.2**	**53.2**	**41.5**	**40.0**	**35.7**	**24.7**	**10.4**	**8.8**		**-62%**
NMVOC (kt)	F_RoadTransport	37.9	23.9	10.6	8.7	7.7	7.0	3.8	0.2	0.1		-80%
	G_Shipping	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0		-21%
	H_Aviation	0.4	0.4	0.2	0.8	0.8	0.7	0.7	0.7	0.7		82%
	Total	**38.4**	**24.4**	**10.9**	**9.6**	**8.5**	**7.8**	**4.5**	**0.9**	**0.8**		**-78%**
SOx (as SO2) (kt)	F_RoadTransport	0.6	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0		-91%
	G_Shipping	1.7	1.0	0.9	1.1	0.8	0.7	0.5	0.3	0.0		-52%
	H_Aviation	0.1	0.1	0.0	0.2	0.2	0.2	0.2	0.2	0.2		129%
	Total	**2.3**	**1.2**	**1.0**	**1.3**	**1.0**	**0.9**	**0.7**	**0.5**	**0.2**		**-56%**
NH3 (kt)	F_RoadTransport	1.7	1.3	0.6	0.6	0.5	0.4	0.2	0.0	0.0		-72%
	G_Shipping	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		NA
	H_Aviation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		NA
	Total	**1.7**	**1.3**	**0.6**	**0.6**	**0.5**	**0.4**	**0.2**	**0.0**	**0.0**		**-72%**
PM2.5 (kt)	F_RoadTransport	6.8	6.1	3.1	2.7	2.7	2.5	2.0	1.3	1.2		-60%
	G_Shipping	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0		-15%
	H_Aviation	0.9	1.0	0.6	2.2	2.2	2.1	2.1	2.0	2.0		137%
	Total	**7.9**	**7.3**	**3.9**	**5.1**	**5.0**	**4.8**	**4.2**	**3.4**	**3.2**		**-37%**
BC (kt)	F_RoadTransport	3.5	3.2	1.5	1.2	1.2	1.1	0.7	0.2	0.2		-65%
	G_Shipping	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		-18%
	H_Aviation	0.4	0.5	0.3	1.0	1.0	1.0	1.0	1.0	0.9		137%
	Total	**4.0**	**3.8**	**1.9**	**2.3**	**2.3**	**2.1**	**1.7**	**1.2**	**1.1**		**-42%**
CO (kt)	F_RoadTransport	214.4	132.2	49.8	39.0	34.8	31.5	17.1	1.1	0.9		-84%
	G_Shipping	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.1	0.1		-21%
	H_Aviation	2.8	3.0	1.7	6.3	6.3	6.2	6.0	5.9	5.6		126%
	Total	**217.5**	**135.5**	**51.8**	**45.6**	**41.3**	**37.9**	**23.3**	**7.1**	**6.6**		**-81%**

NA: not applicable

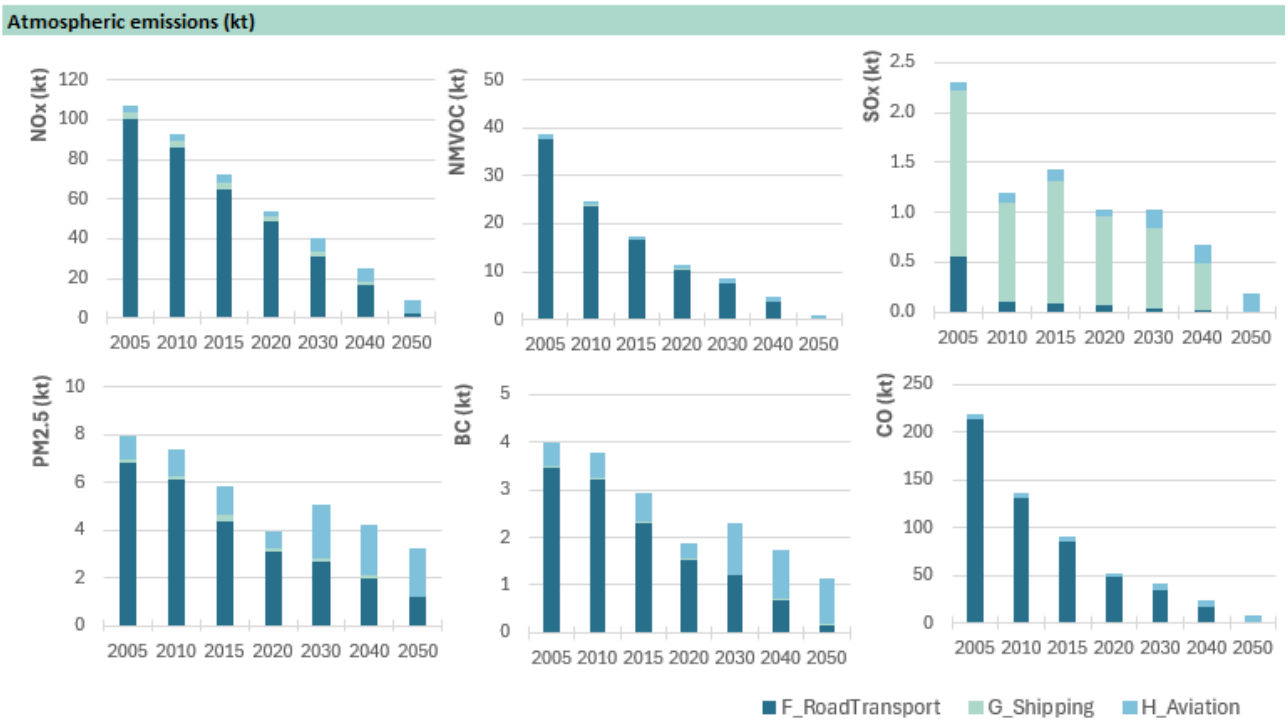

Figure 9-12: Projected emissions of main atmospheric pollutants in transport sector (NFR 1A3) (kt)

9.3.6 J_Waste

9.3.6.1 Methodology and activity data

The waste sector includes emissions from waste and wastewater treatment systems, whether urban or industrial.

This sector has an important contribution of GHG emissions associated with organic matter anaerobic decomposition processes, which is found in solid waste and wastewater. Decarbonisation in this sector therefore relies on reducing the weight of methane emissions from anaerobic fermentation processes.

The methodology adopted to estimate emissions from the waste sector considers the activity variables of specific segments (physical quantity of waste and wastewater generated) and the emission factors of different processes.

Some methodological considerations are as follows:

- regarding activity data in the waste sector, in addition to resident population, which generates waste and wastewater, touristic activity was also considered, given the importance that has been gaining at national level;
- in terms of the evolution of the composition of urban waste, until 2050, a trend compatible with the fulfilment of the goal for reuse and recycling (2035 = 65%) was assumed, with a consequent increase in the quantities of separate recollection. For future evolution of the deposition of municipal solid waste, factors such as the optimization of solutions to reduce waste production, and increase reuse, were considered. Measures to encourage circular economy and, in particular, the production of bio-waste were also considered;
- in the case of industrial waste and wastewater (only organic waste and effluents are included in the calculation scope), the evolution of activity data for each economic sector follows the respective annual rate of change of activity, in line with the values used at other modelling sectors (in particular those for energy/industry). The incineration component, without energy recovery from industrial waste, relates to the incineration conducted in industrial environment, and has a relatively small expression in the context of the sector.

The quantities of waste produced were distributed among three types of final destinations:

i) controlled landfill deposition;
ii) biological treatment (composting and anaerobic digestion with biogas valorisation);
iii) incineration with energy recovery.

Activity data are applied on emission estimates of the following NFR:

- 5A Solid waste disposal on land (Managed Waste Disposal on Land), represented in Figure 9-13 a);
- 5B Biological treatment of waste (5B1 MSW-Compost production, 5B2 MSW-Anaerobic Digestion), represented in Figure 9-13 a);
- 5C Waste incineration (5C1 bi Industrial Waste incineration, 5C1 biii Incineration of hospital wastes, 5C1 bv Incineration of corpses), represented in Figure 9-13 b);
- 5D (5D1 Wastewater treatment in residential/commercial sectors, 5D2 Wastewater treatment in industry). Projections of population served by wastewater treatment plants are represented in Figure 9-13 c);
- 5E (MSW-Other waste, expressed by number of car and house fires);
- Note: Emissions from NFR 1A1a Public electricity and heat production (from biogas combustion and incineration of domestic wastes), are accounted in the A_PublicPower sector. Nevertheless, the total amount of municipal waste for incineration is represented in Figure 9-13 a).

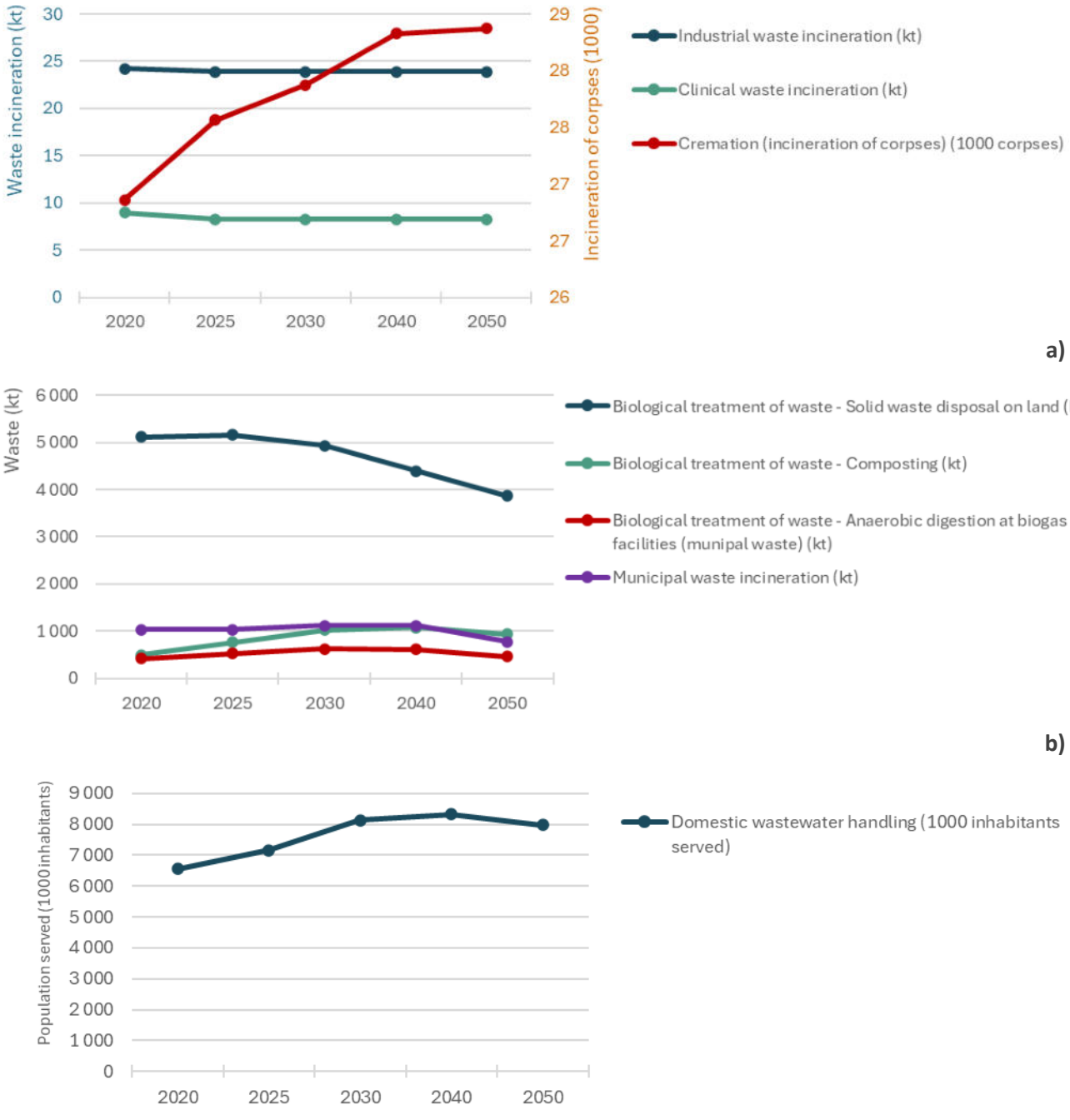

Figure 9-13: Activity data considered in the waste sector: a) biological treatment (expressed in kt of waste), b) incineration (expressed in kt of waste) and c) population served by domestic wastewater handling (expressed in 1000 inhabitants)

9.3.6.2 Emissions

Table 9-18 summarizes the projected emissions from this sector. Emissions related to incineration, with energy recovery, are excluded, being directly accounted in the energy sector.

The waste sector includes mainly activities not related to combustion processes, such as disposal on land and wastewater treatment, resulting in a greater global representativeness in terms of NMVOC and NH_3

emissions. Concerning these two pollutants, it is possible to observe a reduction over time, of 71% and 43% respectively, until 2030, which is due to the expected phasing-out of landfill deposition of urban waste.

Table 9-18: Emissions of main atmospheric pollutants in waste sector (NFR 5A, B, C, D, E)

Pollutant/ NFR		Historical data			Projection						Trend	Δ2030-2005 (%)
		2005	2010	2020	2025	2030	2035	2040	2045	2050		
NOx (as NO2) (kt)	5 A	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00		-99%
	5 C	0.74	0.65	0.71	0.05	0.05	0.05	0.05	0.05	0.05		-93%
	Total	**0.76**	**0.67**	**0.72**	**0.05**	**0.05**	**0.05**	**0.05**	**0.05**	**0.05**		**-93%**
NMVOC (kt)	5 A	1.43	1.28	1.08	1.06	0.91	0.71	0.54	0.40	0.29		-37%
	5 C	2.26	1.90	2.05	0.16	0.16	0.16	0.16	0.16	0.16		-93%
	5 D	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01		59%
	Total	**3.70**	**3.19**	**3.14**	**1.23**	**1.08**	**0.88**	**0.71**	**0.57**	**0.46**		**-71%**
SOx (as SO2) (kt)	5 A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		-99%
	5 C	0.12	0.11	0.11	0.00	0.00	0.00	0.00	0.00	0.00		-96%
	Total	**0.12**	**0.11**	**0.11**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**-96%**
NH3 (kt)	5 A	1.32	1.18	0.99	0.98	0.84	0.66	0.50	0.37	0.27		-36%
	5 B	0.01	0.02	0.12	0.19	0.24	0.24	0.24	0.22	0.20		3465%
	5 C	0.55	0.50	0.52	0.00	0.00	0.00	0.00	0.00	0.00		-100%
	Total	**1.88**	**1.69**	**1.63**	**1.17**	**1.08**	**0.90**	**0.74**	**0.58**	**0.47**		**-43%**
PM2.5 (kt)	5 A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		-45%
	5 C	1.25	1.12	1.18	0.00	0.00	0.00	0.00	0.00	0.00		-100%
	5 E	1.20	0.92	0.73	0.73	0.73	0.73	0.73	0.73	0.73		-39%
	Total	**2.45**	**2.04**	**1.90**	**0.73**	**0.73**	**0.73**	**0.73**	**0.73**	**0.73**		**-70%**
BC (kt)	5 A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		-99%
	5 C	0.12	0.10	0.11	0.00	0.00	0.00	0.00	0.00	0.00		-100%
	Total	**0.12**	**0.10**	**0.11**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**-100%**
CO (kt)	5 A	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00		-99%
	5 B	0.05	0.08	0.10	0.22	0.33	0.34	0.34	0.29	0.26		599%
	5 C	24.71	22.10	23.27	0.02	0.02	0.02	0.02	0.02	0.02		-100%
	Total	**24.76**	**22.19**	**23.37**	**0.24**	**0.34**	**0.36**	**0.35**	**0.30**	**0.28**		**-99%**
PCDD/ PCDF (dioxins/ furans) (g I-TEQ)	5 A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		-99%
	5 C	16.67	8.73	12.13	10.25	10.25	10.25	10.25	10.25	10.25		-39%
	5 E	12.06	9.28	7.35	7.40	7.40	7.40	7.40	7.40	7.40		-39%
	Total	**28.73**	**18.01**	**19.49**	**17.65**	**17.65**	**17.65**	**17.65**	**17.65**	**17.65**		**-39%**
HCB (kg)	5 C	0.21	0.42	0.94	0.81	0.81	0.81	0.81	0.81	0.81		279%
	Total	**0.21**	**0.42**	**0.94**	**0.81**	**0.81**	**0.81**	**0.81**	**0.81**	**0.81**		**279%**
PCBs (kg)	5 C	124.33	54.90	64.97	55.22	55.22	55.22	55.22	55.22	55.22		-56%
	Total	**124.33**	**54.90**	**64.97**	**55.22**	**55.22**	**55.22**	**55.22**	**55.22**	**55.22**		**-56%**

9.3.7 K_AgriLivestock and L_AgriOther

9.3.7.1 Methodology and activity data

The emission sources within K_AgriLivestock and L_AgriOther sectors derive from: manure management (NFR 3B), crop production and agricultural soils (including the use of fertilizers) (NFR 3D), and field burning of agriculture residues (NFR 3F).

Emissions from the agriculture sector result from areas occupied by temporary and permanent crops and livestock, as well as from the respective vegetable and animal production, and areas occupied by pastures and other uses of agricultural soils. For the calculation of atmospheric emissions, emission factors from IIR of 2024 submission and EMEP/EEA Guidebook (EEA, 2023) were used.

The evolution trend, for crops and pastures production, is represented in Table 9-19, and for animal production in Table 9-20, being characterized by:

- Agricultural Area Used (SAL): will not undergo changes in its total value, but will present significant changes in its composition, with no transitions in land use;
- Temporary crops: the trend of the last decade (-0.9%/year) will continue (+0.2%/year) with a positive evolution of the areas of vegetable and leguminous crops, a reversal of the decrease in cereals for grain, as a result of the National Strategy for the Promotion of Cereals and the continued decrease in the areas occupied by temporary forage crops;
- Permanent crops: it was considered that in the coming decades a slightly positive trend will be observed in the areas occupied by permanent crops (+0.2%/year), mainly irrigated, characterized by a stabilization of the areas occupied by vineyards and olive groves and an increase in the area of orchards;
- Permanent meadows and pastures: The total area occupied is expected to remain stable with a positive trend in improved or sown PPPs, at a rate that will be directly influenced by the dissemination of PEPAC (National Plan for the Common Agricultural Policy) measures;
- Irrigable Agricultural Area: A growth of around 15% in SAI is expected over the next decade as a result of the National Irrigation Program 2017-2020;
- Dairy Cows: The negative trend is considered to continue, but at a slightly slower pace (-0.7%/year), partly offset by improved productivity;
- Cattle: A reversal of the trend that has been occurring is expected, with a drop in the herd (-0.4%/year), mainly in more intensive production and maintenance of extensive and mixed herds. Social and environmental pressures on the consumption of red meat will necessarily have a negative influence on the future evolution of this sector. The increase observed in the first period was largely due to the withdrawal of support for cereals with the consequent increase in the weight of permanent pastures following the CAP reform agreed in 2003;
- Sheep and Goats: it is considered that herds will stabilize as a result of policy measures in the context of PEPAC;
- Swine: herds are expected to stabilize;
- Poultry: a slowdown compared to the last decade is expected, but growth is maintained (+0.7%/year).

Table 9-19: Main sectorial variables of plant production in the agricultural sector

Crops production	Agricultural area (expressed in ha)			Δ2030-2019 (%)
	2019	2030	2060	
Temporary crops	**582 284**	**559 490**	**542 751**	**-4%**
Grain Cereals[1)]	222 506	222 506	222 506	0%
Temporary forage crops[2)]	261 674	236 654	214 025	-10%
Other temporary crops[3)]	98 104	100 331	106 220	2%
Permanent Crops	**726 128**	**747 670**	**771 866**	**3%**
Orchards	176 214	192 226	210 809	9%
Wine yard	176 859	176 859	176 859	0%
Olive groves	373 055	378 585	384 198	1%
Total	**1 308 412**	**1 307 160**	**1 314 617**	**0%**
Permanent Pastures (PP)	**1 991 783**	**1 991 783**	**1 991 783**	**0%**

1) Includes Wheat, Rice, Grain Maize and other Cereals
2) Includes forage maize, and other temporary meadows and forage crops
3) Includes dried legumes for grain, potatoes, industrial crops and horticultural crops

Table 9-20: Main sectorial variables of animal production in the agricultural sector

Livestock production	Population size (head)			Δ2030-2019 (%)
	2019[1)]	2030	2060	
Dairy cattle	235 333	214 991	179 429	-9%
Non-dairy cattle	492 111	468 052	423 405	-5%
Other cattle	520 533	495 085	447 859	-5%
Sheep and Goats	394 017	394 017	394 017	0%
Swine	857 100	857 100	857 100	0%
Poultry	1 220 437	1 348 122	1 644 965	10%
Total[2)]	**3 719 532**	**3 777 366**	**3 946 775**	**2%**

1) Triennium 2019: Average of the years 2018, 2019 e 2020 **2)** Does not include equines and rabbits

For this sector, in addition to the With Existing Measures (WEM) scenario, a With Additional Measures (WAM) scenario was considered, which included the identification and characterization of good agricultural practices with an impact on the reduction of ammonia emissions. The WAM scenario assumptions are detailed in section *9.2.3. Atmospheric pollutants projections (WAM scenario)*.

9.3.7.2 Emissions

Projected emissions for the pollutants with the greatest relevance in this sector are shown in Table 9-21. A trend towards emission reduction, between 2005 and 2030, is shown for NOx. Other pollutants emissions show a slightly upward trend, as is the case for NH_3, NMVOC and $PM_{2.5}$.

Due to the expected non-compliance with national emission reduction commitments for NH_3, additional measures were considered, in the agriculture sector, in the designated WAM scenario. NH_3 emissions obtained with WEM and WAM scenarios are presented in Table 9-22.

Agriculture activities generate the largest part of NH_3 national emissions. In 2023, NH_3 from agriculture sector accounted for 91% of total sector emissions. Concerning the importance of NH_3 in this sector, Table 9-23 and Table 9-24 provide the NH_3 emissions projection disaggregated by each NFR, for WEM and WAM scenarios, respectively.

Table 9-21: Emissions of main atmospheric pollutants in agriculture sector (NFR 3B, 3D, 3F) (kt)

Pollutant/ GNFR		Historical data			Projection						Trend	Δ2030-2005 (%)
		2005	2010	2020	2025	2030	2035	2040	2045	2050		
NOx (as NO2) (kt)	Manure management (NFR 3B)	0.5	0.5	0.7	0.5	0.5	0.5	0.5	0.5	0.5		-12%
	Crop production and agricultural soils (NFR 3D)	8.2	8.2	8.8	8.2	7.8	7.7	7.6	7.6	7.5		-6%
	Field burning of agricultural residues (NFR 3F)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2		-2%
	Total	**9.0**	**8.9**	**9.7**	**8.9**	**8.5**	**8.4**	**8.4**	**8.3**	**8.3**		**-6%**
NMVOC (kt)	Manure management (NFR 3B)	10.1	9.2	11.6	10.9	11.0	11.2	11.4	11.6	11.9		10%
	Crop production and agricultural soils (NFR 3D)	3.7	3.4	4.0	3.8	3.8	3.8	3.8	3.8	3.8		4%
	Field burning of agricultural residues (NFR 3F)	0.6	0.6	0.5	0.6	0.6	0.6	0.6	0.6	0.6		0%
	Total	**14.3**	**13.3**	**16.1**	**15.3**	**15.4**	**15.6**	**15.8**	**16.0**	**16.2**		**8%**
SOx (as SO2) (kt)	Manure management (NFR 3B)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		NA
	Crop production and agricultural soils (NFR 3D)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		NA
	Field burning of agricultural residues (NFR 3F)	0.03	0.03	0.02	0.03	0.03	0.03	0.03	0.03	0.03		-3%
	Total	**0.03**	**0.03**	**0.02**	**0.03**	**0.03**	**0.03**	**0.03**	**0.03**	**0.03**		**-3%**
NH3 (kt)	Manure management (NFR 3B)	19.0	17.9	21.4	20.2	20.4	20.7	21.0	21.3	21.7		8%
	Crop production and agricultural soils (NFR 3D)	23.7	22.4	24.4	23.4	22.6	22.4	22.2	22.0	21.8		-5%
	Field burning of agricultural residues (NFR 3F)	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2		-2%
	Total	**42.9**	**40.6**	**45.9**	**43.8**	**43.3**	**43.3**	**43.4**	**43.5**	**43.7**		**1%**
PM2.5 (kt)	Manure management (NFR 3B)	0.2	0.3	0.4	0.3	0.4	0.4	0.4	0.4	0.4		47%
	Crop production and agricultural soils (NFR 3D)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		-100%
	Field burning of agricultural residues (NFR 3F)	0.5	0.6	0.4	0.5	0.5	0.5	0.5	0.5	0.5		-2%
	Total	**0.8**	**0.9**	**0.8**	**0.9**	**0.9**	**0.9**	**0.9**	**0.9**	**0.9**		**9%**
BC (kt)	Manure management (NFR 3B)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		NA
	Crop production and agricultural soils (NFR 3D)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		NA
	Field burning of agricultural residues (NFR 3F)	0.05	0.05	0.04	0.05	0.05	0.05	0.05	0.05	0.05		-1%
	Total	**0.05**	**0.05**	**0.04**	**0.05**	**0.05**	**0.05**	**0.05**	**0.05**	**0.05**		**-1%**
CO (kt)	Manure management (NFR 3B)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		NA
	Crop production and agricultural soils (NFR 3D)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		NA
	Field burning of agricultural residues (NFR 3F)	5.5	6.1	4.6	5.3	5.4	5.4	5.4	5.5	5.5		-2%
	Total	**5.5**	**6.1**	**4.6**	**5.3**	**5.4**	**5.4**	**5.4**	**5.5**	**5.5**		**-2%**

NA: not applicable

Table 9-22: NH_3 emissions at agriculture sector for WEM and WAM scenarios (kt)

Pollutant/ GNFR		Historical data			Projection						Trend	Δ2030-2005 (%)
		2005	2010	2020	2025	2030	2035	2040	2045	2050		
WEM | NH3 (kt)	Manure management (NFR 3B)	19.0	17.9	21.4	20.2	20.4	20.7	21.0	21.3	21.7		8%
	Crop production and agricultural soils (NFR 3D)	23.7	22.4	24.4	23.4	22.6	22.4	22.2	22.0	21.8		-5%
	Field burning of agricultural residues (NFR 3F)	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2		-2%
	Total	**42.9**	**40.6**	**45.9**	**43.8**	**43.3**	**43.3**	**43.4**	**43.5**	**43.7**		**1%**
WAM | NH3 (kt)	Manure management (NFR 3B)	19.0	17.9	21.4	13.3	13.5	13.7	14.0	14.2	14.5		-29%
	Crop production and agricultural soils (NFR 3D)	23.7	22.4	24.4	21.5	20.3	19.6	18.9	18.2	17.5		-15%
	Field burning of agricultural residues (NFR 3F)	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2		-2%
	Total	**42.9**	**40.6**	**45.9**	**35.1**	**34.0**	**33.5**	**33.1**	**32.6**	**32.2**		**-21%**
	Δ WAM-WEM (%)	**0%**	**0%**	**0%**	**-20%**	**-21%**	**-23%**	**-24%**	**-25%**	**-26%**		**NA**

Table 9-23: NH_3 emissions at agriculture sector, by NFR category (NFR 3B, 3D, 3F), for WEM scenario (kt)

WEM SCENARIO

NFR		Historical data			Projection						Trend	Δ2030-2005 (%)
		2005	2010	2020	2025	2030	2035	2040	2045	2050		
3B1a	Manure management - Dairy cattle	4.31	3.54	3.18	3.07	2.93	2.80	2.68	2.56	2.45		-32%
3B1b	Manure management - Non-dairy cattle	1.94	1.63	1.95	1.87	1.82	1.78	1.73	1.69	1.65		-6%
3B2	Manure management - Sheep	0.73	0.47	0.45	0.45	0.45	0.45	0.45	0.45	0.45		-39%
3B3	Manure management - Swine	5.68	5.53	6.10	6.06	6.06	6.06	6.06	6.06	6.06		7%
3B4d	Manure management - Goats	0.11	0.08	0.07	0.08	0.08	0.08	0.08	0.08	0.08		-27%
3B4e	Manure management - Horses	0.14	0.14	0.14	0.13	0.13	0.13	0.13	0.13	0.13		-8%
3B4f	Manure management - Mules and asses	0.15	0.04	0.01	0.02	0.02	0.02	0.02	0.02	0.02		-90%
3B4gi	Manure mangement - Laying hens	1.49	1.62	2.17	2.06	2.17	2.28	2.39	2.52	2.64		45%
3B4gii	Manure mangement - Broilers	3.00	3.06	5.29	5.18	5.44	5.72	6.01	6.32	6.64		81%
3B4giii	Manure mangement - Turkeys	0.48	0.87	1.04	0.95	1.00	1.05	1.10	1.16	1.22		109%
3B4giv	Manure management - Other poultry	0.25	0.27	0.58	0.00	0.00	0.00	0.00	0.00	0.00		-100%
3B4h	Manure management - Other animals	0.69	0.61	0.40	0.35	0.35	0.35	0.35	0.35	0.35		-49%
	NH3 (kt) | TOTAL NFR 3B	**19.0**	**17.9**	**21.4**	**20.2**	**20.4**	**20.7**	**21.0**	**21.3**	**21.7**		**8%**
3Da1	Inorganic N-fertilizers (includes urea application)	6.09	4.88	4.89	4.65	4.14	4.14	4.14	4.14	4.14		-32%
3Da2a	Animal manure applied to soils	9.43	8.57	9.39	9.01	8.95	8.89	8.86	8.83	8.81		-5%
3Da2b	Sewage sludge applied to soils	0.05	0.06	0.08	0.00	0.00	0.00	0.00	0.00	0.00		-100%
3Da2c	Other organic fertilisers applied to soils (including compost)	-	-	0.10	0.08	0.08	0.08	0.08	0.08	0.08		NA
3Da3	Urine and dung deposited by grazing animals	8.17	8.93	9.89	9.65	9.46	9.28	9.10	8.93	8.76		16%
	NH3 (kt) | TOTAL NFR 3D	**23.7**	**22.4**	**24.4**	**23.4**	**22.6**	**22.4**	**22.2**	**22.0**	**21.8**		**-5%**
3F	Field burning of agricultural residues	0.23	0.25	0.19	0.22	0.22	0.22	0.23	0.23	0.23		-2%
	NH3 (kt) | TOTAL NFR 3F	**0.2**	**0.3**	**0.2**	**0.2**	**0.2**	**0.2**	**0.2**	**0.2**	**0.2**		**-2%**
	TOTAL NH3 (kt)	**42.9**	**40.6**	**45.9**	**43.8**	**43.3**	**43.3**	**43.4**	**43.5**	**43.7**		**1%**

NA: not applicable

Table 9-24: NH_3 emissions at agriculture sector by NFR category (NFR 3B, 3D, 3F), for WAM scenario (kt)

WAM SCENARIO												
NFR		Historical data			Projection						Trend	Δ2030-2005 (%)
		2005	2010	2020	2025	2030	2035	2040	2045	2050		
3B1a	Manure management - Dairy cattle	4.31	3.54	3.18	2.52	2.41	2.30	2.20	2.10	2.01		-44%
3B1b	Manure management - Non-dairy cattle	1.94	1.63	1.95	1.75	1.71	1.67	1.63	1.59	1.55		-12%
3B2	Manure management - Sheep	0.73	0.47	0.45	0.45	0.45	0.45	0.45	0.45	0.45		-39%
3B3	Manure management - Swine	5.68	5.53	6.10	1.46	1.46	1.46	1.46	1.46	1.46		-74%
3B4d	Manure management - Goats	0.11	0.08	0.07	0.08	0.08	0.08	0.08	0.08	0.08		-27%
3B4e	Manure management - Horses	0.14	0.14	0.14	0.13	0.13	0.13	0.13	0.13	0.13		-8%
3B4f	Manure management - Mules and asses	0.15	0.04	0.01	0.02	0.02	0.02	0.02	0.02	0.02		-90%
3B4gi	Manure mangement - Laying hens	1.49	1.62	2.17	1.35	1.42	1.49	1.57	1.65	1.73		-5%
3B4gii	Manure mangement - Broilers	3.00	3.06	5.29	4.50	4.73	4.97	5.22	5.49	5.77		58%
3B4giii	Manure mangement - Turkeys	0.48	0.87	1.04	0.74	0.77	0.81	0.85	0.90	0.94		62%
3B4giv	Manure management - Other poultry	0.25	0.27	0.58	0.00	0.00	0.00	0.00	0.00	0.00		-100%
3B4h	Manure management - Other animals	0.69	0.61	0.40	0.35	0.35	0.35	0.35	0.35	0.35		-49%
NH3 (kt) | TOTAL NFR 3B		**19.0**	**17.9**	**21.4**	**13.3**	**13.5**	**13.7**	**14.0**	**14.2**	**14.5**		**-29%**
3Da1	Inorganic N-fertilizers (includes urea application)	6.09	4.88	4.89	4.42	3.93	3.93	3.93	3.93	3.93		-35%
3Da2a	Animal manure applied to soils	9.43	8.57	9.39	7.36	6.82	6.29	5.77	5.26	4.74		-28%
3Da2b	Sewage sludge applied to soils	0.05	0.06	0.08	0.00	0.00	0.00	0.00	0.00	0.00		-100%
3Da2c	Other organic fertilisers applied to soils (including compost)	0.00	0.00	0.10	0.08	0.08	0.08	0.08	0.08	0.08		NA
3Da3	Urine and dung deposited by grazing animals	8.17	8.93	9.89	9.65	9.46	9.28	9.10	8.93	8.76		16%
NH3 (kt) | TOTAL NFR 3D		**23.7**	**22.4**	**24.4**	**21.5**	**20.3**	**19.6**	**18.9**	**18.2**	**17.5**		**-15%**
3F	Field burning of agricultural residues	0.23	0.25	0.19	0.22	0.22	0.22	0.23	0.23	0.23		-2%
NH3 (kt) | TOTAL NFR 3F		**0.2**	**0.3**	**0.2**	**0.2**	**0.2**	**0.2**	**0.2**	**0.2**	**0.2**		**-2%**
TOTAL NH3 (kt)		**42.9**	**40.6**	**45.9**	**35.1**	**34.0**	**33.5**	**33.1**	**32.6**	**32.2**		**-21%**

NA: not applicable

9.4 Total projected emissions

This section highlights the potential for reducing air pollutant emissions, projected up to 2050, by pollutant and activity sector, for the decarbonising scenario developed under the scope of the RNC2050. Within the context of the NEC Directive[7], the year 2030 assumes relevance as it is the time horizon to comply emission reduction commitments, by pollutant.

Regarding main pollutants, the largest percentage of emission reductions is obtained (in 2030 compared to 2005) for SO_x, NO_x and CO (89%, 68% and 66% respectively, for WEM scenario) due to the reduction in fossil fuel consumption and the transition to the use of renewable energy sources. Contrarily, for NH_3 there is 0% of variation between 2030 and 2005, which was addressed by simulating an additional measures scenario (WAM).

Table 9-25 allows to identify total emissions by sector and also to compare the sector relative weight and the emission reduction obtained in 2030 regarding 2005. Underlying the downward trends in emissions are the trajectories of renewable electricity production, ensured by endogenous resources, as well as the electrification, which is transversal to many sectors of final consumption, especially in transports. In commercial/services buildings, a significant role is due to solar energy.

In particular, the transport sector (mainly in the road transport component) reduces 69% of NO_x emissions by 2030. These percentage rise to 97% by 2050. The reductions achieved in 2030 depend strongly on the penetration of electric vehicles, which will unfold in 2020-2030. In 2050 it is projected to achieve the complete electrification of the of the road transport sector.

The considerable increase in the efficiency of the economy, allowing to respond to growing demands, through less energy intensity, is also reflected on pollutant emissions of the transport sector. This sector is a major driver of this efficiency, with consumption reductions of over 60% due essentially to the most efficient electric mobility.

The largest emitters of NMVOC, in 2030, are related to process emissions in the industrial sector (mainly at fibres production, paints manufacturing, shoes and tyre production) and solvent use (in particular in domestic applications). This emphasizes these sectors as a target, when selecting abatement measures.

In contrast, the agriculture sector in 2030 stands out for not reaching an emission decrease for NH_3. NH_3 is a secondary particulate precursor, reacting in the atmosphere to form particulate compounds, or condensing into pre-existing particles to produce inorganic secondary particles. The agriculture sector is its dominant source, gaining relevance in the context of the national reduction commitments, of the NEC Directive. A set of policies and measures was designed to improve emission reductions, on this pollutant, by 2030, with the WAM scenario (Figure 9-15), which allows an additional reduction of 19% of NH_3.

[7] The EU Directive 2016/2284, on the reduction of national emissions of certain atmospheric pollutants, is referred in short, within this section, as the NEC Directive

Table 9-25: Atmospheric emissions, projections and percentage reductions compared to 2005 by sector (WEM scenario for all pollutants, and additionally a WAM scenario for NH_3) (kt)

Pollutant/ NFR		Historical data			Projection						Trend	Δ2030-2005 (%)	Sector relative weight in 2030 (%)
		2005	2010	2020	2025	2030	2035	2040	2045	2050			
NOx (as NO2) (kt)	A_PublicPower	66.4	15.8	6.1	8.9	1.5	1.3	1.1	0.7	0.8		-98%	2%
	B_Industry	48.7	43.9	36.7	32.3	28.6	31.5	30.0	27.3	28.7		-41%	35%
	C_OtherStationaryComb	8.8	6.1	5.9	5.0	3.3	2.2	1.8	1.2	1.1		-63%	4%
	D_Fugitive	0.6	0.5	0.8	0.7	0.7	0.6	0.4	0.0	0.1		10%	1%
	E_Solvents	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0		-34%	0%
	F_RoadTransport	100.7	86.1	48.8	32.5	31.5	27.6	17.0	3.4	2.7		-69%	38%
	G_Shipping	3.1	3.2	2.6	2.8	2.2	2.0	1.6	1.2	0.4		-28%	3%
	H_Aviation	2.7	2.9	1.7	6.2	6.3	6.2	6.0	5.8	5.6		133%	8%
	I_Offroad	14.2	10.5	6.8	0.0	0.0	0.0	0.0	0.0	0.0		-100%	0%
	J_Waste	0.8	0.7	0.7	0.1	0.1	0.1	0.1	0.1	0.1		-93%	0%
	K_AgriLivestock	0.5	0.5	0.7	0.5	0.5	0.5	0.5	0.5	0.5		-12%	1%
	L_AgriOther	8.5	8.4	9.0	8.4	8.0	7.9	7.9	7.8	7.7		-6%	10%
Total		**255.0**	**178.7**	**120.0**	**97.5**	**82.7**	**79.8**	**66.5**	**48.1**	**47.9**		**-68%**	**100%**
NMVOC (kt)	A_PublicPower	0.5	0.4	0.4	0.8	0.1	0.1	0.0	0.0	0.0		-80%	0%
	B_Industry	50.5	48.6	48.5	42.6	42.7	44.1	45.1	45.5	47.1		-16%	32%
	C_OtherStationaryComb	18.0	14.3	14.2	10.2	9.5	8.3	6.8	4.8	4.2		-47%	7%
	D_Fugitive	8.9	7.8	5.6	5.3	5.0	4.5	2.7	0.1	0.7		-44%	4%
	E_Solvents	62.4	49.0	53.0	53.3	53.0	52.8	52.5	52.1	52.3		-15%	39%
	F_RoadTransport	37.9	23.9	10.6	8.7	7.7	7.0	3.8	0.2	0.1		-80%	6%
	G_Shipping	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0		-21%	0%
	H_Aviation	0.4	0.4	0.2	0.8	0.8	0.7	0.7	0.7	0.7		82%	1%
	I_Offroad	1.5	1.1	0.9	0.0	0.0	0.0	0.0	0.0	0.0		-100%	0%
	J_Waste	3.7	3.2	3.1	1.2	1.1	0.9	0.7	0.6	0.5		-71%	1%
	K_AgriLivestock	10.1	9.2	11.6	10.9	11.0	11.2	11.4	11.6	11.9		10%	8%
	L_AgriOther	4.2	4.1	4.5	4.4	4.4	4.3	4.4	4.4	4.4		3%	3%
Total		**198.2**	**162.0**	**152.8**	**138.2**	**135.3**	**134.0**	**128.1**	**120.1**	**121.8**		**-32%**	**100%**
SOx (as SO2) (kt)	A_PublicPower	102.5	2.1	0.9	0.7	0.4	0.3	0.2	0.1	0.0		-100%	2%
	B_Industry	59.7	37.7	21.5	23.1	15.1	17.5	15.4	12.7	12.3		-75%	79%
	C_OtherStationaryComb	2.3	1.7	0.7	0.3	0.3	0.2	0.2	0.1	0.1		-89%	1%
	D_Fugitive	4.2	3.2	2.7	2.5	2.3	2.1	1.3	0.0	0.5		-44%	12%
	E_Solvents	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		NA	0%
	F_RoadTransport	0.6	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0		-91%	0%
	G_Shipping	1.7	1.0	0.9	1.1	0.8	0.7	0.5	0.3	0.0		-52%	4%
	H_Aviation	0.1	0.1	0.0	0.2	0.2	0.2	0.2	0.2	0.2		129%	1%
	I_Offroad	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		-100%	0%
	J_Waste	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0		-96%	0%
	K_AgriLivestock	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		NA	0%
	L_AgriOther	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		-3%	0%
Total		**172.0**	**46.1**	**26.9**	**27.9**	**19.2**	**21.1**	**17.8**	**13.5**	**13.1**		**-89%**	**100%**
CO (kt)	A_PublicPower	5.5	4.5	4.4	10.0	0.5	0.4	0.2	0.1	0.0		-90%	0%
	B_Industry	32.8	27.8	22.1	23.4	22.3	27.1	27.4	25.2	25.3		-32%	13%
	C_OtherStationaryComb	127.9	102.8	102.1	74.3	68.8	60.2	48.9	35.0	30.4		-46%	41%
	D_Fugitive	66.7	56.0	31.0	29.2	27.0	24.4	15.3	0.0	5.4		-60%	16%
	E_Solvents	1.3	1.6	1.0	0.9	0.9	0.8	0.8	0.8	0.7		-34%	1%
	F_RoadTransport	214.4	132.2	49.8	39.0	34.8	31.5	17.1	1.1	0.9		-84%	21%
	G_Shipping	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.1	0.1		-21%	0%
	H_Aviation	2.8	3.0	1.7	6.3	6.3	6.2	6.0	5.9	5.6		126%	4%
	I_Offroad	5.9	4.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0		-100%	0%
	J_Waste	24.8	22.2	23.4	0.2	0.3	0.4	0.4	0.3	0.3		-99%	0%
	K_AgriLivestock	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		NA	0%
	L_AgriOther	5.5	6.1	4.6	5.3	5.4	5.4	5.4	5.5	5.5		-2%	3%
Total		**487.8**	**360.7**	**243.5**	**188.9**	**166.5**	**156.6**	**121.8**	**74.0**	**74.3**		**-66%**	**100%**

NA: not applicable

(continuation)

Pollutant/ NFR		Historical data			Projection						Trend	Δ2030-2005 (%)	Sector relative weight in 2030 (%)
		2005	2010	2020	2025	2030	2035	2040	2045	2050			
NH3 (kt) WEM Scenario	A_PublicPower	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		-1%	0%
	B_Industry	3.1	2.0	1.7	3.7	3.6	3.5	3.4	2.9	2.8		17%	7%
	C_OtherStationaryComb	0.3	0.2	0.2	1.3	1.3	1.1	0.9	0.6	0.6		400%	3%
	D_Fugitive	0.4	0.6	0.5	0.5	0.5	0.6	0.4	0.3	1.7		15%	1%
	E_Solvents	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		-69%	0%
	F_RoadTransport	1.7	1.3	0.6	0.6	0.5	0.4	0.2	0.0	0.0		-72%	1%
	G_Shipping	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		NA	0%
	H_Aviation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		NA	0%
	I_Offroad	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		-100%	0%
	J_Waste	1.9	1.7	1.6	1.2	1.1	0.9	0.7	0.6	0.5		-43%	2%
	K_AgriLivestock	19.0	17.9	21.4	20.2	20.4	20.7	21.0	21.3	21.7		8%	41%
	L_AgriOther	24.0	22.7	24.5	23.6	22.8	22.6	22.4	22.2	22.0		-5%	45%
	Total	**50.3**	**46.4**	**50.7**	**51.1**	**50.3**	**49.9**	**49.1**	**48.0**	**49.2**		**0%**	**100%**
NH3 (kt) WAM Scenario	A_PublicPower	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		-1%	0%
	B_Industry	3.1	2.0	1.7	3.7	3.6	3.5	3.4	2.9	2.8		17%	9%
	C_OtherStationaryComb	0.3	0.2	0.2	1.3	1.3	1.1	0.9	0.6	0.6		400%	3%
	D_Fugitive	0.4	0.6	0.5	0.5	0.5	0.6	0.4	0.3	1.7		15%	1%
	E_Solvents	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		-69%	0%
	F_RoadTransport	1.7	1.3	0.6	0.6	0.5	0.4	0.2	0.0	0.0		-72%	1%
	G_Shipping	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		NA	0%
	H_Aviation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		NA	0%
	I_Offroad	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		-100%	0%
	J_Waste	1.9	1.7	1.6	1.2	1.1	0.9	0.7	0.6	0.5		-43%	3%
	K_AgriLivestock	19.0	17.9	21.4	13.3	13.5	13.7	14.0	14.2	14.5		-29%	33%
	L_AgriOther	24.0	22.7	24.5	21.7	20.5	19.8	19.1	18.4	17.7		-14%	50%
	Total	**50.3**	**46.4**	**50.7**	**42.4**	**41.0**	**40.1**	**38.8**	**37.1**	**37.7**		**-19%**	**100%**
PM2.5 (kt)	A_PublicPower	1.8	1.0	1.1	1.1	0.6	0.4	0.3	0.1	0.0		-65%	2%
	B_Industry	18.4	16.3	15.8	10.9	9.7	12.4	10.4	10.2	10.7		-47%	32%
	C_OtherStationaryComb	22.7	18.3	18.4	13.2	12.3	10.8	8.8	6.3	5.5		-46%	41%
	D_Fugitive	0.4	0.3	0.2	0.2	0.2	0.1	0.1	0.0	0.0		-60%	1%
	E_Solvents	1.0	1.0	0.7	0.7	0.7	0.6	0.6	0.6	0.6		-35%	2%
	F_RoadTransport	6.8	6.1	3.1	2.7	2.7	2.5	2.0	1.3	1.2		-60%	9%
	G_Shipping	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0		-15%	1%
	H_Aviation	0.9	1.0	0.6	2.2	2.2	2.1	2.1	2.0	2.0		137%	7%
	I_Offroad	0.7	0.6	0.5	0.0	0.0	0.0	0.0	0.0	0.0		-100%	0%
	J_Waste	2.4	2.0	1.9	0.7	0.7	0.7	0.7	0.7	0.7		-70%	2%
	K_AgriLivestock	0.2	0.3	0.4	0.3	0.4	0.4	0.4	0.4	0.4		47%	1%
	L_AgriOther	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5		-8%	2%
	Total	**56.2**	**47.7**	**43.3**	**32.7**	**30.1**	**30.9**	**26.0**	**22.3**	**21.7**		**-46%**	**100%**
BC (kt)	A_PublicPower	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		-71%	1%
	B_Industry	0.7	0.5	0.4	0.5	0.4	0.5	0.4	0.4	0.4		-48%	9%
	C_OtherStationaryComb	2.3	1.9	1.9	1.3	1.2	1.1	0.9	0.6	0.5		-48%	31%
	D_Fugitive	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		-60%	0%
	E_Solvents	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		-67%	0%
	F_RoadTransport	3.5	3.2	1.5	1.2	1.2	1.1	0.7	0.2	0.2		-65%	31%
	G_Shipping	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		-18%	1%
	H_Aviation	0.4	0.5	0.3	1.0	1.0	1.0	1.0	1.0	0.9		137%	27%
	I_Offroad	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0		-100%	0%
	J_Waste	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0		-100%	0%
	K_AgriLivestock	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		NA	0%
	L_AgriOther	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1		-1%	1%
	Total	**7.5**	**6.6**	**4.6**	**4.2**	**3.9**	**3.8**	**3.1**	**2.3**	**2.1**		**-48%**	**100%**

NA: not applicable

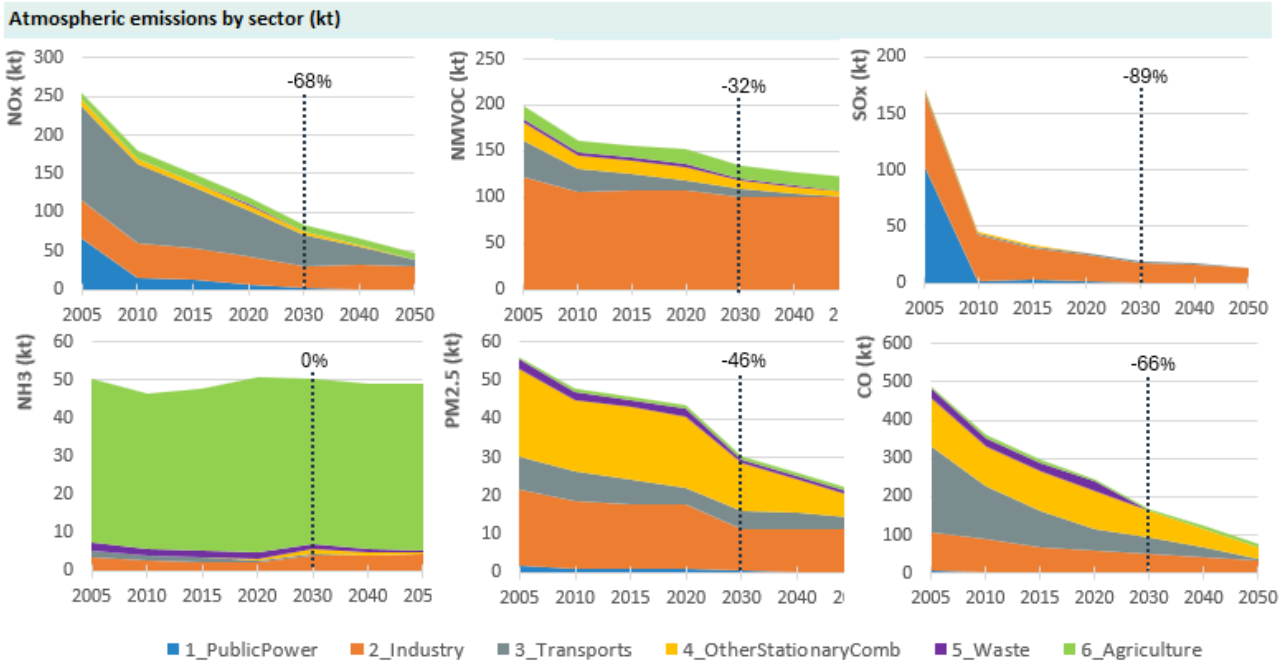

Figure 9-14: Historic and projected atmospheric emissions by sector (WEM scenario) (kt)

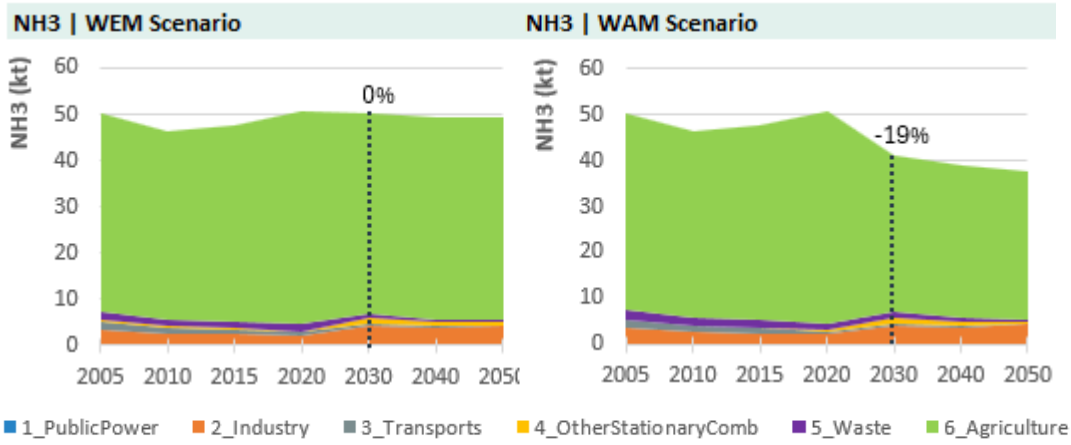

Figure 9-15: NH_3 emissions by sector for WEM and WAM scenarios (kt)

9.5 Compliance with national emission reduction commitments

The EU Directive 2016/2284[8], on the reduction of national emissions of certain atmospheric pollutants, also referred as the NEC Directive – sets national emission reduction commitments for each EU Member State for the period 2020 to 2029, and more ambitious ones as of 2030, targeting five air pollutants, responsible for significant negative impacts on human health and the environment: SO_2, NO_x, NMVOC, NH_3 and fine particulate matter $PM_{2.5}$. These reduction commitments are compared to 2005 reported/historic emissions.

Table 9-26 shows the state of compliance for the national emission reduction commitments, as established in the NEC Directive, from which the following aspects stand out:

With Existing Measures Scenario (WEM):

- reductions in emissions of atmospheric pollutants, obtained under the scope of the trajectory outlined by the RNC 2050, do not guarantee compliance for the **NH_3** national reduction commitment, in the **2020-2029 time horizon**;
- in the long-term, the national reduction commitments established from **2030 onwards** are not met for **NH_3**, **NMVOC** and **$PM_{2.5}$**, requiring the adoption of a set of additional policies and measures.

With Additional Measures Scenario (WAM):

- the implementation of a set of good agricultural practices will allow compliance with the **NH_3** ceiling, in both time horizons (**2020-2029** and **2030** onwards);
- for the pollutants **NMVOC** and **$PM_{2.5}$** it will be necessary to design policies and measures to reduce the 6 kt (3%) and 4 kt (7%) that remain above the ceiling which will come into force from **2030**.

Regarding the pollutants for which emission reduction commitments are not attained, the following stands out:

- in the case of **NH_3**, the agriculture sector is the dominant source, accounting for 86% of emissions in 2030 (mainly due to manure management from livestock, animal manure applied to soils, and urine/dung deposited by grazing animals). In this case, additional measures were designed for this sub-sectors, planned to be implemented gradually until 2030;
- for **$PM_{2.5}$**, in 2030, main emitters will be stationary combustion and industrial sector (41% and 32%, respectively). Within stationary combustion, all $PM_{2.5}$ emissions are due to biomass combustion use for residential heating, which declines in the long-term, but not sufficiently to achieve the necessary emissions reduction;
- the main **NMVOC** emitter in 2030 will be the solvent use and industrial sector (with 39% and 32%, respectively). Within the industrial sector, it was not possible to achieve a significant reduction in process emissions, as opposed to combustion emissions. In the long term, this sector acquires significant weight in national emissions.

The implementation of policies and measures, considered in the WAM scenario, translated into the implementation of good agricultural practices, should be closely monitored, to ensure NH_3 emissions ceiling compliance, as soon as possible. In the long-term (for 2030-time horizon) the most ambitious carbon neutral scenario (considered in the scope of Portuguese Climate Policy) is not enough to comply with NMVOC and $PM_{2.5}$ objectives. To achieve national emission reduction commitments, it will be required to develop additional policies and measures, namely regarding stationary combustion of biomass in the residential sector (in the case of $PM_{2.5}$) and industrial sector (in the case of NMVOC and $PM_{2.5}$), responsible for significant emissions in 2030.

[8] EU Directive 2016/2284, of 14 December 2016, on the reduction of national emissions of certain atmospheric pollutants (amending Directive 2003/35/EC and repealing Directive 2001/81/EC)

Table 9-26: Assessment of compliance of the national emission reduction commitments (NEC) in 2020-2029 and 2030, with regards to 2005, for WEM scenario

WEM SCENARIO

Pollutant	Parameter (Unit)	2005	PERIOD [2020, 2029]				PERIOD ≥2030			
		Historic Emission	NEC	Projection 2025	NEC Compliance	Distance to target	NEC	Projection 2030	NEC Compliance	Distance to target
NOx	Emissions (kt)	246	158	89	*Yes*	-69	91	74	*Yes*	-17
	Δ/2005 (%)	NA	-36%	-64%		-28%	-63%	-70%		-7%
NMVOC	Emissions (kt)	89	151	123	*Yes*	-28	114	120	*No*	6
	Δ/2005 (%)	NA	-18%	-33%		-15%	-38%	-35%		3%
SO_x	Emissions (kt)	172	64	28	*Yes*	-36	29	19	*Yes*	-10
	Δ/2005 (%)	NA	-63%	-84%		-21%	-83%	-89%		-6%
NH_3	Emissions (kt)	50	47	51	*No*	4	43	50	*No*	7
	Δ/2005 (%)	NA	-7%	1%		8%	-15%	0%		15%
$PM_{2.5}$	Emissions (kt)	56	48	33	*Yes*	-15	26	30	*No*	4
	Δ/2005 (%)	NA	-15%	-42%		-27%	-53%	-46%		7%

Note a) NEC verification for Period [2020, 2029] based on projected emissions for Year 2025
Note b) Historic emissions according to 2025 submission, spatial scope: Portugal mainland
Note c) According to NEC Directive, Article 4, Item 3 (d), NOx and NMVOC emissions from NFR activities 3B (manure management) and 3D (agricultural soils) are not accounted for the purpose of complying with NEC

Table 9-27: Assessment of compliance of the national emission reduction commitments (NEC) in 2020-2029 and 2030, with regards to 2005, for WAM scenario

WAM SCENARIO

Pollutant	Parameter (Unit)	2005	PERIOD [2020, 2029]				PERIOD ≥2030			
		Historic Emission	NEC	Projection 2025	NEC Compliance	Distance to target	NEC	Projection 2030	NEC Compliance	Distance to target
NOx	Emissions (kt)	246	158	89	*Yes*	-69	91	74	*Yes*	-17
	Δ/2005 (%)	NA	-36%	-64%		-28%	-63%	-70%		-7%
COVNM	Emissions (kt)	89	151	123	*Yes*	-28	114	120	*No*	6
	Δ/2005 (%)	NA	-18%	-33%		-15%	-38%	-35%		3%
SO_x	Emissions (kt)	172	64	28	*Yes*	-36	29	19	*Yes*	-10
	Δ/2005 (%)	NA	-63%	-84%		-21%	-83%	-89%		-6%
NH_3	Emissions (kt)	50	47	42	*Yes*	-5	43	41	*Yes*	-2
	Δ/2005 (%)	NA	-7%	-16%		-9%	-15%	-19%		-4%
$PM_{2.5}$	Emissions (kt)	56	48	33	*Yes*	-15	26	30	*No*	4
	Δ/2005 (%)	NA	-15%	-42%		-27%	-53%	-46%		7%

Note a) NEC verification for Period [2020, 2029] based on projected emissions for Year 2025
Note b) Historic emissions according to 2025 submission, spatial scope: Portugal mainland
Note c) According to NEC Directive, Article 4, Item 3 (d), NOx and NMVOC emissions from NFR activities 3B (manure management) and 3D (agricultural soils) are not accounted for the purpose of complying with NEC

10 Reporting of gridded emissions and LPS

Table of Contents

10 Reporting of gridded emissions and LPS 10-1

10.1 Background information 10-3

10.2 Gridded emissions data 10-3

10.2.1 The EMEP Grid 10-3

10.2.2 Methods and data for disaggregation of emission data 10-4

10.2.3 EMEP grid results 10-21

10.2.4 Improvements since last submission 10-26

10.2.5 Planned improvements 10-26

10.3 Large Point Sources (LPS) 10-27

10.3.1 Reported LPS 10-27

10.3.2 Methodological issues 10-28

10.3.3 Improvements since last submission 10-29

10.3.4 Planned improvements 10-29

List of Figures

Figure 10-1: Portuguese EMEP grid 10-4

Figure 10-2: Emissions by pollutant and source type 10-5

Figure 10-3: Point sources 10-6

Figure 10-4: Line sources 10-7

Figure 10-5: Portuguese EMEP grid and Municipalities 10-8

Figure 10-6: NOx gridded emissions 10-21

Figure 10-7: NMVOC gridded emissions 10-22

Figure 10-8: SOx gridded emissions 10-23

Figure 10-9: NH_3 gridded emissions 10-24

Figure 10-10: PM2.5 gridded emissions 10-25

Figure 10-11: LPS in 2019 10-28

List of Tables

Table 10-1: List of GNFR classes, corresponding NFR categories and geographical datasets used in emission gridding 10-10

10 Reporting of gridded emissions and LPS

Updated: May 2021

This section has been updated for the 2021 submission (due on 1 May) and refers to the inventory year of 2019 (NFR tables V2.0) resubmitted on the 15th March 2021.

Gridded emissions include LPS emissions so full consistency between grid and LPS reporting is ensured.

This chapter includes a description of data and methods used as well as the results of the grid emissions exercise for the year 2019.

10.1 Background information

In December 2013, the Executive Body for the Convention on Long-range Transboundary Air Pollution adopted new Guidelines for Reporting Emissions and Projections Data (ECE/EB.AIR/125), which include the requirement of four-year reporting of gridded emissions and LPS from 2017 onwards, for the year x-2.

Previous reporting of gridded emissions was last updated in 2017, referring to year 2015.

The reporting follows the latest Guidance from the EMEP/EEA 2019 Guidebook and the latest Reporting Guidelines. The EMEP grid of 0.1 x 0.1 degrees was used and all substances referred in paragraph 7 of the reporting Guidelines were included: SOx, NOx, NH_3, NMVOCs, CO, PM2.5, PM10, Cd, Pb, Hg, PAHs, PCDD/F, PCBs and HCB. Gridded data is reported using NFR2014 reporting table: ANNEX V - Template file for gridded sector data for each of the relevant aggregated Gridding NFR sectors (GNFR).

The reporting also includes emissions from Large Point Sources (LPS) with information on the location and altitude at which they occur. LPS data is submitted using the NFR2014 reporting table: ANNEX VI - Template for LPS data for each relevant aggregated Gridding NFR sectors (GNFR).

Differences in emission's values reported in Annex 1 total and the totals in gridding data may be due to default rounding occurring of Excel software.

10.2 Gridded emissions data

10.2.1 The EMEP Grid

The EMEP grid refers to a 0.1 x 0.1 degrees latitude-longitude projection in the geographic coordinate World Geodetic System (WGS) latest revision, WGS 84.

As shown in the figure below, under the EMEP domain, Portugal's geographical area is covered by 1151 grid cells, which do not include the occidental group of the Azores islands - Corvo and Flores. These two islands are not covered by the EMEP Grid and therefore are excluded from this reporting. Emission data estimated by Portugal within the geographic scope of EMEP were spatially allocated in the EMEP Grid.

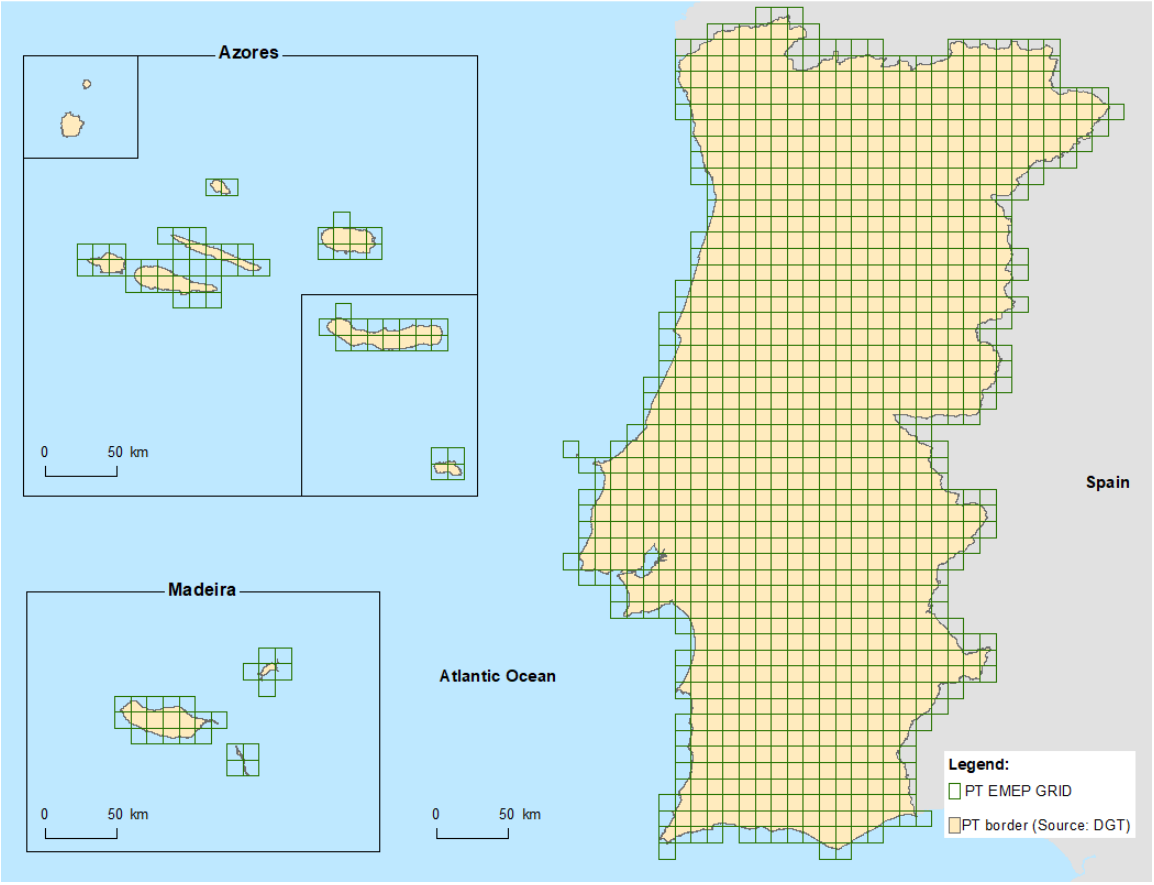

Figure 10-1: Portuguese EMEP grid

In order to spatially disaggregate emissions, Portugal downloaded country specific EMEP ESRI shapefile with the grid definition, as well as the grid definition tables in excel file, which contain specific data for the country, from the CEIP website (https://www.ceip.at/the-emep-grid/grid-definiton).

10.2.2 Methods and data for disaggregation of emission data

The spatial disaggregation of emission data consists on the attribution of an air pollutant emission amount to a geographic location.

This chapter describes the approach used for the allocation of national emissions to the EMEP Grid, which include the use of a GIS based method and surrogate data.

This chapter begins with a general description of how the different types of sources were used for the distribution of emissions. In the following sections, more details are given about the different methodologies used for each sector of activity / NFR category.

10.2.2.1 Source Types - Methodological Overview

The Portuguese emission inventory includes point, line and area sources.

As the figure below shows, there is a considerable heterogeneity among pollutants regarding the coverage of source types, reflecting the diversity of the activities involved and their spatial distribution.

In the case of SOx for instance, emissions are mostly associated to stationary combustion plants and are accounted, in general, as individual sources.

NOx and BC emissions, which are largely related to transport and mobile sources, present a bigger share of line sources as compared to other pollutants.

The importance of area sources concerning NH_3 emissions reflect their association with the agriculture sector, where diffuse emissions are predominant.

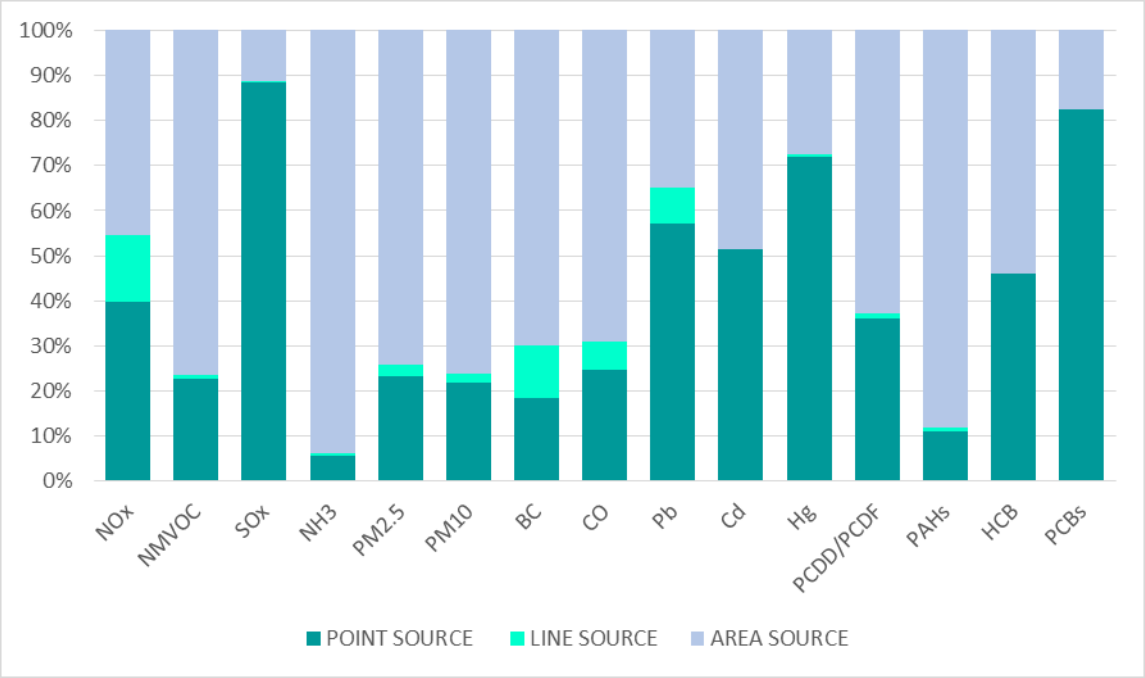

Figure 10-2: Emissions by pollutant and source type

POINT SOURCES

In the case of point sources, emissions are allocated to the geographical coordinates of the individual plants and other facilities included in the national inventory. When gridded, the emission is spatially allocated to the grid cell containing the point or points.

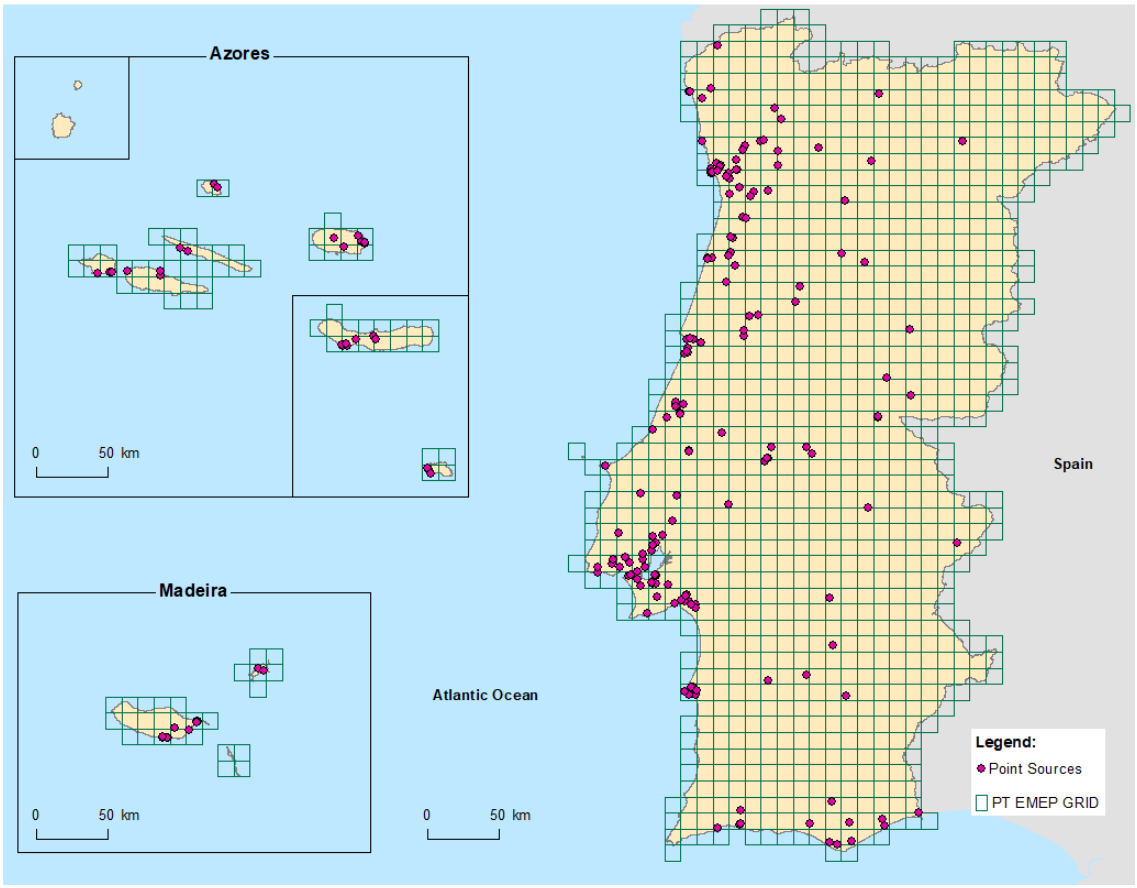

Figure 10-3: Point sources

In point sources it is possible to identify two types of approach used to distribute emissions from one category.

There are cases in which the national inventory produces individual estimates for each point source considering specific information from the installation, such as activity data and monitored emissions, assuming a bottom-up approach (e.g. emissions from Aviation LTOs are estimated based on the movements of each airport).

On the other hand, there are cases in which the estimates were made at national level, using information for the total territory, and are distributed by point sources using proxy data representative of that activity, assuming a top-down approach (e.g. emissions from National fishing are estimated at national level, considering the fuel consumption of this sector of activity, and are then spatially distributed considering the amount of fish caught in each fishing port).

LINE SOURCES

The information used to report spatial emissions included also line sources (e.g. highways and railways), as shown in the figure below.

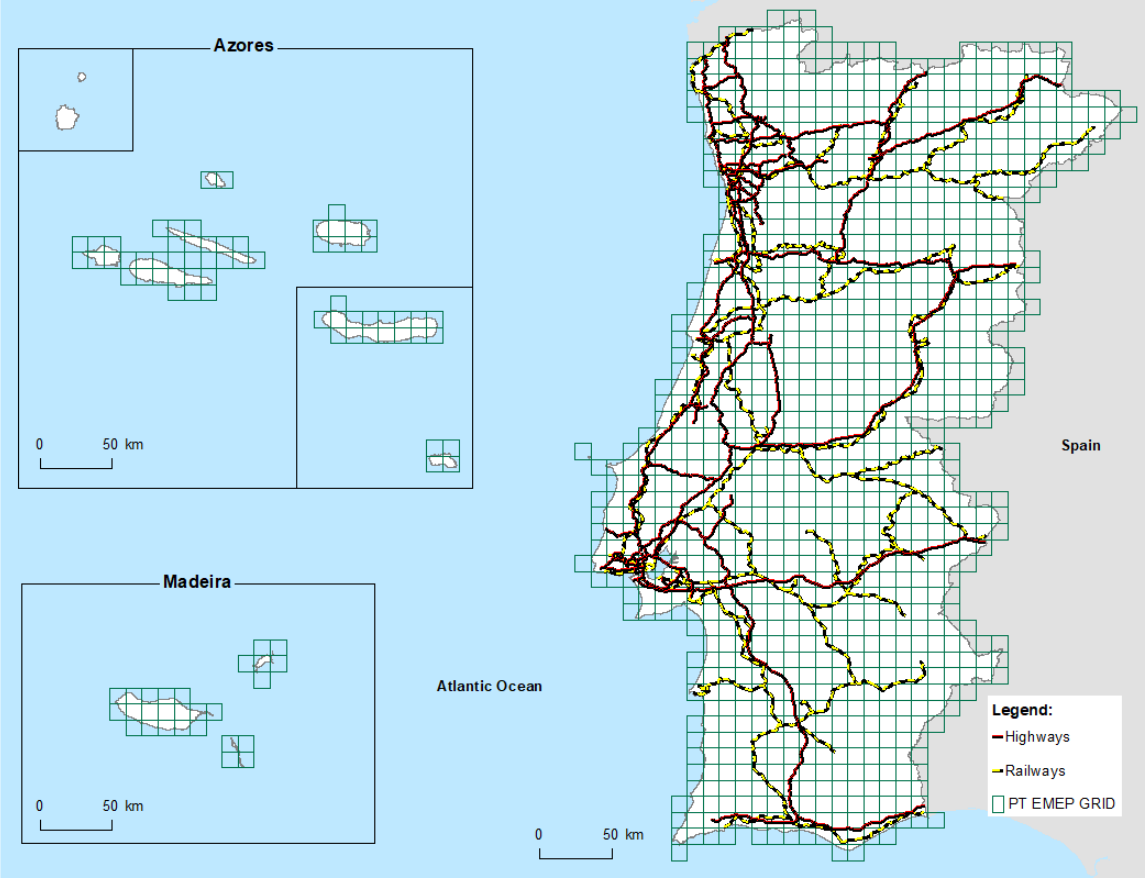

Figure 10-4: Line sources

The national inventory estimates emissions for mobile sources using data aggregated at the national level, such as fuel consumption and activity, but does not consider the routes of these vehicles in its estimates. This aspect makes it difficult to find methodologies that distribute emissions from mobile sources in a correct and balanced way.

In cases where we have information on traffic in each section of a line source, it is possible to apply a weighted distribution approach, thus allowing an approximation to the geographic location of these emissions.

AREA SOURCES

Emissions from area sources are distributed on the basis of several datasets with different levels of spatial disaggregation, e.g. national statistical data, Land Use cover.

The most current disaggregation level used is the territorial unit – *Concelho* (Municipality), which is the designation of a territory associated with one municipal administrative authority. There are 308 municipalities in Portugal: 278 in Portugal Mainland, 19 in the Autonomous Region of Azores and 11 in the Autonomous Region of Madeira, as shown in the figure below.

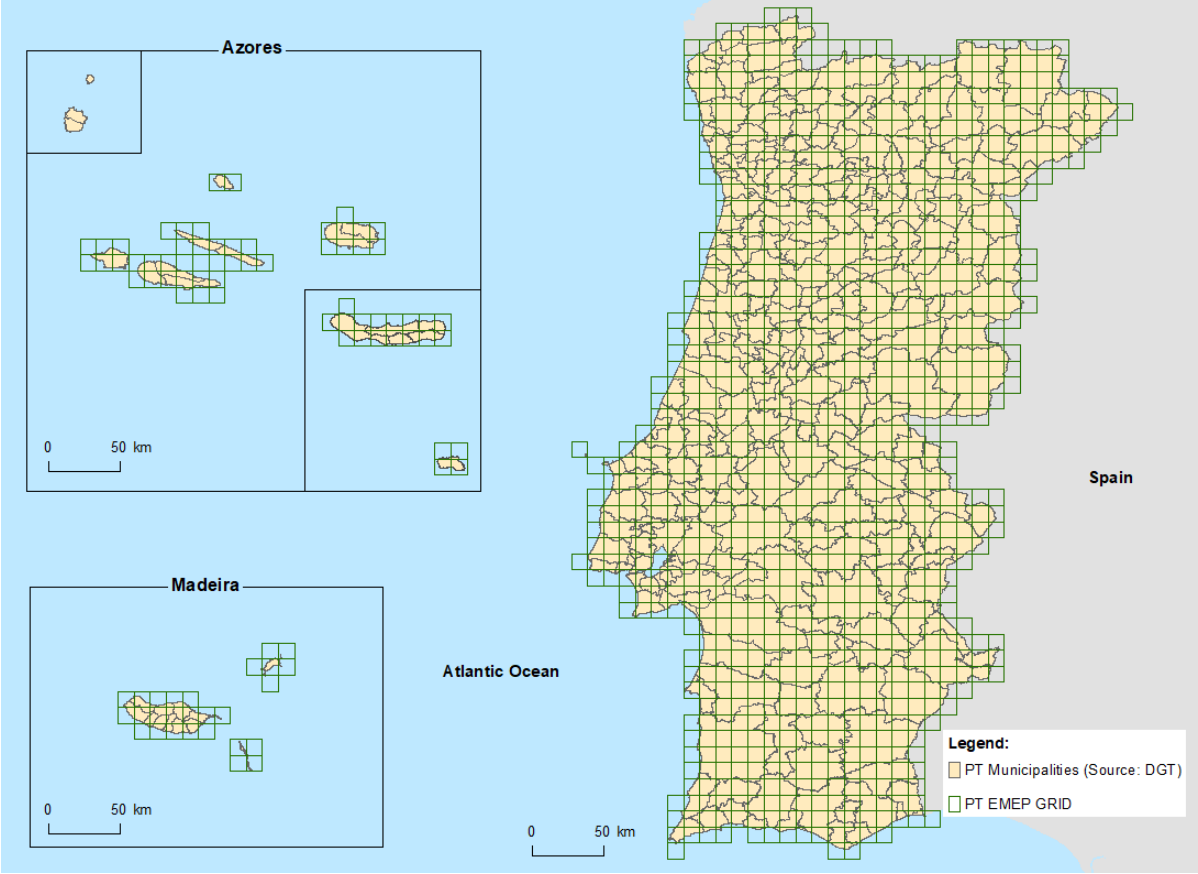

Figure 10-5: Portuguese EMEP grid and Municipalities

The reason this level of disaggregation is the most used to distribute emissions is related to the availability of regionalized data. These are, as a general rule, the highest level of disaggregation in which it is possible to have a complete coverage of the national territory while ensuring statistical consistency between territorial units.

Regarding the methodology used for this type of sources, as a general rule, the estimation of emissions from these categories is made at the national level, therefore it is necessary to adopt a top-down approach to perform the distribution of emissions.

Accordingly, allocation parameters were selected in order to portray the activity level of a certain category in each municipality. Emissions are distributed based on the chosen parameters and we obtain emissions for each category distributed by the 308 municipalities' area.

In these cases, a spatial correlation between each municipality area and the area of each grid cell was established in order to obtain the gridded emissions.

COMPILATION OF DIFFERENT SOURCE DATASETS

A GIS software (ArcGIS 10.6.1) was used in order to spatially allocate the different data sources, in the form of shapefiles, to each grid cell of the EMEP Grid shapefile. Finally, all the different spatial datasets (point, line, area) were combined together into a unique gridded dataset according to the reporting guidelines: the EMEP grid (0.1° x 0.1° longitude/latitude).

Table 10.1 lists the GNFR – Code, the corresponding NFR sectors used for reporting the 2021 gridded emission data, as well as the corresponding geographical information used in the spatial emission disaggregation.

Table 10-1: List of GNFR classes, corresponding NFR categories and geographical datasets used in emission gridding

GNFR	NFR code	Name	Source type			Spatial Allocation Parameter	Data Source
			Point	Area	Line		
A_PublicPower	1A1a	Public electricity and heat production	×			Location of industrial facilities	E-PRTR coordinates
B_Industry	1A1b	Petroleum refining	×			Location of industrial facilities	E-PRTR coordinates
	1A2 & 2A, 2B, 2C, 2H	Large Point Sources: Combustion and Process	×			Location of industrial facilities	E-PRTR coordinates
	1A2 & 2A, 2B, 2C, 2H	Diffuse Emissions: Combustion and Process		×		Fuel sales by municipality and economic sector	DGEG – Energy statistics
	2D3b	Road paving with asphalt		×		Total sales of asphalt by municipality in the construction and public works sector	DGEG – Energy statistics
	2I & 2D3c	Wood processing & Asphalt roofing		×		Population by municipality	INE – National statistics
	2K	Consumption of POPs and heavy metals		×		Fuel sales by municipality in the electronic material production sector	DGEG – Energy statistics
C_OtherStationaryComb	1A4ai & 1A4ci	Commercial / Institutional: Stationary Agriculture/Forestry/Fishing: Stationary		×		Fuel sales by municipality and economic sector	DGEG – Energy statistics
	1A4bi	Residential: Stationary combustion		×		Population by municipality	INE – National statistics
D_Fugitive	1B2ai	Fugitive emissions oil: Exploration, production, transport	×			Location of Marine terminals for unloading crude oil	Plants coordinates
	1B2aiv & 1B2c	Refining and storage & Venting and flaring (oil)	×			Location of refining and storage facilities	E-PRTR coordinates / Plants coordinates
	1B2b	Distribution of natural gas		×		Total natural gas sales by municipality	DGEG – Energy statistics
	1B2d	Geothermal Plants	×			Location of Geothermal plants facilities	Plants coordinates
E_Solvents	2D3 & 2G	Solvent use and other applications		×		Population by municipality	INE – National statistics
F_RoadTransport	1A3b	Road transport		×	×	Urban and rural population and population density Highway segments length and traffic	INE IMT
G_Shipping	1A3dii	National navigation (shipping)	×			Domestic ship movements in national seaports	IMT Ports authorities

GNFR	NFR code	Name	Source type			Spatial Allocation Parameter	Data Source
			Point	Area	Line		
H_Aviation	1A3ai(i) & 1A3aii(i)	Aviation LTO (civil)	×			Domestic and international aircraft movement in national airports	ANAC
I_Offroad	1A3c	Railways			×	Rail network	IMT – Transport statistics
	1A4cii	Offroad Mobile combustion		×		Total marked diesel sales by municipality	DGEG – Energy statistics
	1A4ciii	National fishing	×			Fish landings by seaports locations	INE – National statistics
	1A5b	Military aviation	×			Domestic LTO in civil aviation	ANAC
J_Waste	5A	Solid waste disposal on land	×	×		Landfills location/ quantities of waste deposited on land per municipality	MRRU-MIRR-estimates / APA
	5B	Composting and anaerobic digestion	×			Installations location	MRRU / APA
	5C	Waste incineration	×			Installations location	MIRR / APA Servilusa
	5D1	Domestic wastewater handling		×		Population by municipality	INE – National statistics
	5D2	Industrial wastewater handling		×		Fuel sales by municipality and economic sector	DGEG
	5E	Other waste (fires in urban areas)		×		Population in urban areas	INE – National statistics
K_AgriLivestock	3B	Manure management		×		Livestock population per municipality	Agricultural Census / INE
L_AgriOther	3D & 3F	Crop production & agricultural soils		×		Crop areas & livestock population per municipality	
N_Natural	11B	Forest fires		×		Burnt Areas map Land use map	ICNF DGT

10.2.2.2 [A_PublicPower]

NFR categories:

- Public electricity and heat production (1A1a)

Point sources - Public electricity and heat production

Emissions from Public electricity and heat production facilities were obtained using plant-specific emissions and activity statistics obtained from E-PRTR and EU-ETS. For that reason, this category is reported as point source and spatial disaggregation of emissions was made according to the geographic coordinates of the facilities.

This category includes also emissions accounted on the basis of 2019 amounts of waste incinerated by MSW incineration unit and biogas combusted for energy purposes in landfills. Data reported under MRRU/APA. The spatial disaggregation of emissions was made according to the geographic coordinates of the installations.

The approach used to distribute emissions for this category can be considered a Tier 3.

10.2.2.3 [B_Industry]

NFR categories:

Manufacturing Industry - Combustion

- Petroleum refining (1A1b)
- Iron and steel (1A2a)
- Chemicals (1A2c)
- Pulp, paper and print (1A2d)
- Food, beverages and tobacco (1A2e)
- Non-metallic minerals (1A2f)
- Other manufacturing industry (1A2gviii)

Industrial Processes and Product Use

- Cement production (2A1)
- Lime production (2A2)
- Glass production (2A3)
- Quarrying and mining (2A5a)
- Construction and demolition (2A5b)
- Nitric acid production (2B2)
- Titanium dioxide production (2B6)
- Other chemical industry (2B10a)
- Iron and steel production (2C1)
- Aluminium production (2C3)
- Road paving with asphalt (2D3b)
- Asphalt roofing (2D3c)
- Pulp and paper industry (2H1),
- Food and beverages industry (2H2)
- Wood processing (2I)

Point sources - Industrial Installations:

In emissions' estimates, the Inventory considers diversified information disaggregated by installation, such as activity data obtained from the EU-ETS system (fuel and raw material consumption or production data) or emission data obtained from the E-PRTR. In such cases, where it is possible to estimate emissions for a given installation, these were considered point sources and their geographic position was used for spatial allocation.

The approach used to distribute emissions for this category can be considered a Tier 3.

Area sources - Industrial Activity (Combustion):

Point sources considered in B_Industry do not cover all the industrial activity that occurs in Portugal. In those cases where the sources we consider do not fully cover the sector, or in cases where there is no point information for a category, the allocation parameter used was fuel sales by industrial sector and by municipality, since it is possible to establish a relationship between emissions and fuel consumption that occurred in each municipality.

Considering the strong relationship between fuel sales and combustion emissions in the industry, this approach is considered a Tier 2.

Area sources - Industrial Activity (Process):

In the case of emissions resulting from industrial processes whose activity is not covered by specific information from industrial installations, it was considered that, although there is no direct relationship between energy consumption and process emissions, the use of fuel sales allocation parameter by industry sector and by municipality allows to infer the activity level of a municipality and to consider its contribution to the national total.

In this way, emissions resulting from these categories are distributed among the 308 municipalities considering the level of activity that occurs in each one, taking into account energy consumption.

As previously mentioned, energy consumption and process emissions sometimes do not have a direct relationship. However, energy consumption allows inferring the geographical distribution of an industrial sector, which is why it is considered a valid distribution factor and, in our understanding, with higher quality than simple distribution by population. Therefore, we consider this approach a Tier 2.

There are still two categories - Asphalt roofing and Wood Processing - whose emissions' distribution was made considering the population of each municipality, as there was no information on fuel sales that would allow the level of activity of each municipality to be weighed. This approach can be considered a tier 1.

10.2.2.4 [C_OtherStationaryComb]

NFR categories:

Other Stationary Combustion

- Commercial / Institutional (1A4ai)
- Residential (1A4bi)
- Agriculture / Forestry / Fishing (1A4ci)

Area sources – Commercial / Institutional & Agriculture / Forestry / Fishing

Without specific information for these sectors, we considered that fuel sales by municipality were the best allocation parameter for these economic activities. Distribution of emissions was made by municipality and then by the grid cell.

Considering the strong relationship between fuel sales and stationary combustion emissions, this approach could be considered a Tier 2, lacking modelled estimates for population density for be considered a Tier 3.

Area sources – Residential

In this case, with biomass combustion being one of the main sources of emissions in this category, and taking into account that there is no biomass sales information by municipality, the inventory considered that the distribution of emissions by resident population in each municipality was the best alternative.

This choice of parameter has a clear limitation because it assumes that the entire population of the country has the same energy consumption habits in the residential sector. However, considering the weighting of the distribution by the population, this approach can be considered a Tier 2.

10.2.2.5 [D_Fugitive]

NFR categories:

Fugitive Emissions

- Fugitive emissions Oil (1B2a)
- Fugitive emissions Natural Gas (1B2b)
- Venting and Flaring (1B2c)
- Other fugitive emissions: Geothermal (1B2d)

Point sources – Fugitive emissions from oil refining and storage:

Fugitive emissions from storage units were obtained using TANKS 4.0.9d software and storage units' specific activity data. For that reason, this category is reported as point source and spatial disaggregation of emissions was made according to the geographic coordinates of storage units.

The approach used to distribute emissions for this category can be considered a Tier 3.

Point sources – Venting and Flaring

Fugitive emissions from Venting and Flaring are considered only to occur in refineries, hence, plant specific activity statistics were used to estimate emissions. These were considered point sources and their geographic position was used for spatial allocation. The approach used to distribute emissions for this category can be considered a Tier 3.

Point sources – Geothermal Plants

Fugitive emissions from geothermal power plants were estimated considering the amount of electrical energy produced individually by each power plant, thus allowing the distribution of NH_3 and Hg emissions through point sources. The approach used to distribute emissions for this category can be considered a Tier 3.

Area sources – Distribution of Oil products and Natural Gas

Oil products - In this category, the main emissions of atmospheric pollutants result from the escape of NMVOCs during the supply of vehicles at the filling stations. Thus, in order to distribute these emissions, gas deliveries in filling stations by municipality were used as spatial allocation parameter.

Natural Gas - Currently, we do not have spatial information on leakage rates along the distribution network. Considering that according to the methodology employed in the inventory, most fugitive emissions associated with natural gas transport occur in the distribution networks, we consider that the total deliveries of natural gas by municipalities is a good parameter to distribute these emissions.

The approaches used to distribute emissions from these two categories can be considered a Tier 1.

10.2.2.6 [E_Solvents]

NFR categories:

Other solvent and product use

- Domestic solvent use including fungicides (2D3a)
- Coating applications (2D3d)
- Degreasing (2D3e)
- Dry cleaning (2D3f)
- Chemical products (2D3g)
- Printing (2D3h)
- Other solvent use (2D3i)
- Other applications (2G)

Area source – Solvent use and other product use

Activity data on the use of solvents and other products is only available at national level, making it impossible to obtain information on the level of consumption and use of these products in a more dissagregated level. Thus, we consider that the distribution of the Portuguese population among the different municipalities could be a reasonable allocation parameter, assuming that the level of activity is related to the population.

The approach used to distribute emissions in this category can be considered a Tier 1.

10.2.2.7 [F_RoadTransport]

NFR Sources:

- Passenger cars (1A3bi)
- Light duty vehicles (1A3bii)
- Heavy duty vehicles and buses (1A3biii)
- Mopeds & motorcycles (1A3biv)
- Gasoline evaporation (1A3bv)
- Automobile tyre and brake wear (1A3bvi)
- Automobile road abrasion (1A3bvii)

Emissions from the road transport sector were estimated using the COPERT 5 software (methodology described in section 3.4.2), that allows the separation of emissions in different driving modes:

- Urban mode - associated with circulation within localities, with lower circulation speeds (below 50 km/h) and more frequent stops and starts;
- Rural mode - associated with circulation on national and regional roads, where the speed limit is higher (usually greater than 50 km/h), and less frequent stops;
- Highway mode - associated with circulation on roads reserved for light and heavy vehicles and motorcycles, where the maximum speed limits are greater than 80 km/h, with longer trips and less variations in circulation speed.

Line source – Highway emissions

Highway emission totals were distributed along the highway network, according to the average annual daily traffic and the length of each highway segment, provided by the Institute for Mobility and Transportation (IMT).

The approach used to distribute emissions for this category can be considered a Tier 2.

Area source - Urban [Peak & Off-Peak] and Rural emissions

For urban and rural modes, where the road network is more dense and complex, it was not possible to find information on traffic count/flow for all roads with national coverage and guarantee an ideal weighted distribution of emissions.

Our approach used criteria such as population and population density to replicate the different traffic intensities of these two modes of circulation. Population data were disaggregated into civil parishes (*freguesia*), which allowed to divide the Portuguese territory and population into 3092 polygons.

Civil parishes are classified into urban and rural using a classification criteria from Statitics Portugal (INE): with a population density greater than 300 inhabitants/km^2 are classified as urban and with less than 300 inhabitants/km^2 are classified as rural.

This classification criteria allows a weighted distribution of total urban and rural emissions into urban and rural civil parishes, according to the corresponding population.

Despite the fact that this allocation considers that each civil parish has only one mode of circulation (urban or rural), emissions are subsequently aggregated in municipalities areas creating a more balanced distribution of these two modes of circulation.

Although this methodology goes further than separating emissions based only on population, as it does not consider the road network, the approach used to distribute emissions for this category can be considered a Tier 1.

10.2.2.8 [G_Shipping]

NFR categories:

- National navigation (shipping) (1A3dii)

Point source

Emissions allocation to each national seaport was based on the methodology described in section 3.4.4 Water Borne Navigation, according to detailed data on domestic ship movements provided by the Institute for Mobility and Transportation (IMT) and Ports authorities. The approach used to distribute emissions for this category can be considered a Tier 2.

10.2.2.9 [H_Aviation]

NFR categories:

- International aviation LTO (civil) (1A3ai(i))
- Domestic aviation LTO (civil) (1A3aii(i))

Point source

Landing and Take-Off emissions allocation to national airports was based on the methodology described in section 3.4.1 Civil Aviation, according to detailed data on domestic and international aircraft movement provided by Portuguese Civil Aviation Authority (ANAC). The approach used to distribute emissions for this category can be considered a Tier 2.

10.2.2.10 [I_Offroad]

NFR categories:

Non road mobile machinery

- Mobile combustion in Industries (1A2gvii)
- Commercial/Institutional: Mobile (1A4aii)
- Residential: Household and gardening (1A4bii)
- Off-road vehicles and other machinery (1A4cii)

Other off-road sources

- Railways (1A3c)
- National fishing (1A4aiii)
- Military aviation (1A5b)

Line source – Railways emissions

Railways emission totals were distributed according to the length of national railways (2019 data), courtesy of IMT. Currently in Portugal, practically the entire railway network is electrified, however, diesel locomotives continue to operate on these same lines, making it impossible to fine-tune the location of these emissions. The approach used to distribute emissions in this category can be considered a Tier 1.

Area source – Off-road vehicles and other machinery

Emissions from this category are essentially the result of diesel combustion in agricultural machinery. This equipment is supplied with marked diesel, subsidized by the government. Thus, in order to distribute emissions in this category, marked diesel deliveries by municipality were considered as allocation parameters. The approach used to distribute emissions in this category can be considered a Tier 3.

Point source – National fishing

Emissions from National fishing were distributed based on tons of fish landings at national seaports in 2019, provided by National statistics. The approach used to distribute emissions in this category can be considered a Tier 2.

Point source – Military Aviation

Emissions from military aviation were allocated to national airport location according to the ratio of domestic Landing and Take-Off in civil aviation, provided by ANAC. The approach used to distribute emissions in this category can be considered a Tier 1.

10.2.2.11 [J_Waste]

NFR categories:

Biological treatment of waste

- Solid waste disposal on land (SWDL) (5A)
- Biogas combusted without energy recovery in landfills (5A)
- Composting and Anaerobic digestion at biogas facilities (5B)

Waste water handling

- Domestic wastewater (5D1)
- Industrial wastewater (5D2)

Waste incineration

- Industrial waste incineration (5C1bi)
- Hazardous waste incineration (5C1bii); Sewage sludge incineration (5C1biv) Included in 5C1bi
- Clinical waste incineration (5C1biii)
- Cremation (5C1bv)

Other waste

- Car and house fires in urban areas (5E)

Point Source /Area Source - Solid waste disposal on land (SWDL)

NMVOC and NH_3 emissions are estimated on the basis of CH_4 emissions calculated under the UNFCCC.

In more recent years, distribution of CH_4 emissions has been done according to the geographical location of landfills and the accumulated quantities of municipal and industrial waste disposed in landfills reported by management systems and waste operators to APA.

Emissions from municipal solid waste for historical years are allocated as area sources, based on estimated quantities of waste deposited on land (in open dumps and landfills) by municipality since 1960. Emissions from industrial waste disposal were based on the same distribution as urban waste.

Data on recovered methane gas has been considered at landfill level.

Particulate emissions (PM2.5 and PM10) are based on the annual deposition of waste deposited in landfills.

The approach used to distribute emissions for this category can be considered as a Tier 3.

Point Source – Biogas combusted without energy recovery in landfills

Emissions are estimated based on data from landfills (MRRU/APA). The approach used to distribute emissions for this category can be considered a Tier 3.

Point Source – Composting and Anaerobic digestion at biogas facilities

Emissions are based on the quantities of waste treated in each facility and distributed according to the geographical location of the installations. The approach used to distribute emissions for this category can be considered a Tier 3.

Point Source – Industrial waste incineration

Emissions are estimated based on quantities of industrial waste incinerated without energy recovery (reported under MIRR/APA) by installation. The spatial disaggregation refers to the geographic coordinates of the installations. The approach used to distribute emissions for this category can be considered a Tier 3.

Area Source – Hazardous waste incineration & Sewage sludge incineration

Included in Industrial waste incineration

Point Source – Clinical waste incineration

Emissions are estimated based on the quantities of clinical waste incinerated (reported under MIRR/APA). The spatial disaggregation refers to the geographic coordinates of the incineration units. The approach used to distribute emissions for this category can be considered a Tier 3.

Point Source – Cremation

Distribution of emissions are based on the number of human corpses cremated by crematorium according to georeferencing, courtesy of Servilusa. The approach used to distribute emissions for this category can be considered a Tier 3.

Point Source – Domestic wastewater handling

The NMVOC, NH_3 and N2O emissions are distributed as source areas according to the population by Municipality (INE). The approach used to distribute emissions for this category can be considered a Tier 1.

Area Source – Industrial wastewater handling

Distribution of emissions are based on the Fuel sales by municipality and economic sector (DGEG data).

The approach used to distribute emissions for this category can be considered a Tier 1 since there is no direct relationship between energy consumption and industrial wastewater handling types and associated emissions.

Area Source – Other waste: Car and house fires in urban areas

Emissions are estimated based on the annual occurrences (car fires, urban fires and industrial buildings), collected from the Civil Protection National Authority and the Lisbon City Hall Fire Brigade. Aggregated data on the number of occurrences were spatially allocated by population in urban areas (population density 300 inh./km^2). The approach used to distribute emissions for this category can be considered a Tier 1.

10.2.2.12 [K_AgriLivestock]

NFR categories:

Manure management

- Dairy cattle (3B1a)
- Non-dairy cattle (3B1b)
- Sheep (3B2)
- Swine (3B3)
- Goats (3B4d)
- Horses (3B4e)
- Mules & Asses (3B4f)
- Laying hens (3B4gi)
- Broilers (3B4gii)
- Turkeys (3B4giii)
- Other poultry (3B4giv)
- Other animals (3B4h)

Area Source

Emissions from manure management were distributed based on data from the last agricultural census provided by INE (Statitics Portugal/Instituto Nacional de Estatística), on the number of animals per municipality, disaggregated by animal species. Unfortunately, due to the situation described in the DISCLAIMER inserted at the beginning of the Agriculture chapter of this report (chapter 5), the data from 2019 Agricultural Census were not known in time to be used in this year inventory submission. Hence, data from the last available agriculture census, 2009, was used.

The approach used to distribute emissions in this category can be considered a Tier 2.

10.2.2.13 [L_AgriOther]

NFR categories:

Crop production and agricultural soils

- Inorganic N-fertilizers (3Da1)
- Animal manure applied to soils (3Da2a)
- Sewage sludge applied to soils (3Da2b)
- Other organic fertilizers applied to soils (3Da2c)
- Urine & dung deposited by grazing animals (3Da3)
- Farm-level agricultural operations (3Dc)
- Cultivated crops (3De)
- Use of pesticides (3Df)
- Field burning of agricultural residues (3F)

Area Source

Emissions from sources related to application of inorganic N- fertilizer, sewage sludge, other organic fertilizers, animal manure as well urine and dung deposited by grazing animals, were distributed based on data from the last agricultural census provided by INE, on cropland areas and the number of animals per municipality, disaggregated by annual and permanent crops and by animal species, taking into account the proportion of animals on pasture when distributing emissions from manure. The approach used to distribute emissions in these categories can be considered a Tier 2.

Emissions from field burning of agricultural residues were distributed based on data from the last agricultural census provided by INE, on cereals and orchards areas per municipality. The approach used to distribute emissions in this category can be considered a Tier 2.

Emissions from agricultural operations, cultivated crops and use of pesticides, were distributed based on data from the last agricultural census provided by INE, on annual and permanent crops areas per municipality. The approach used to distribute emissions in this category can be considered a Tier 2.

As referred in the GNFR K_Livestock, data from 2019 Agricultural Census were not known in time to be used in this year inventory submission. Hence, data from the last available agriculture census, 2009, was used.

10.2.2.14 [N_Natural]

NFR categories:

"Memo" Items

- Forest Fires (11B)

Area Source

Total national forest fires'emissions per land-use type were estimated in the inventory and dissagregated using 2010 Land Use and 2019 burnt areas cartography.

Cartography of 2019 burnt areas was obtained from the Institute for Nature Conservation and Forest/ Instituto da Conservação da Natureza e das Florestas, I.P. (ICNF). Cartography of 2010 Land Use was obtained from the General Directorate for spatial planning / Direção Geral do Território (DGT). In order to obtain previous land use percentage of burnt areas, burnt areas, as well as land use and EMEP Grid shapefiles were crossed in ArcGIS software.

Total national forest fires'emissions per land-use type were then allocated to the EMEP grid based on the percentages of burnt area of each land use in the grid over total burnt area of that land-use.

The approach used to distribute emissions in this category can be considered a Tier 2.

10.2.3 EMEP grid results

The figure below presents NOx gridded emissions for Portugal.

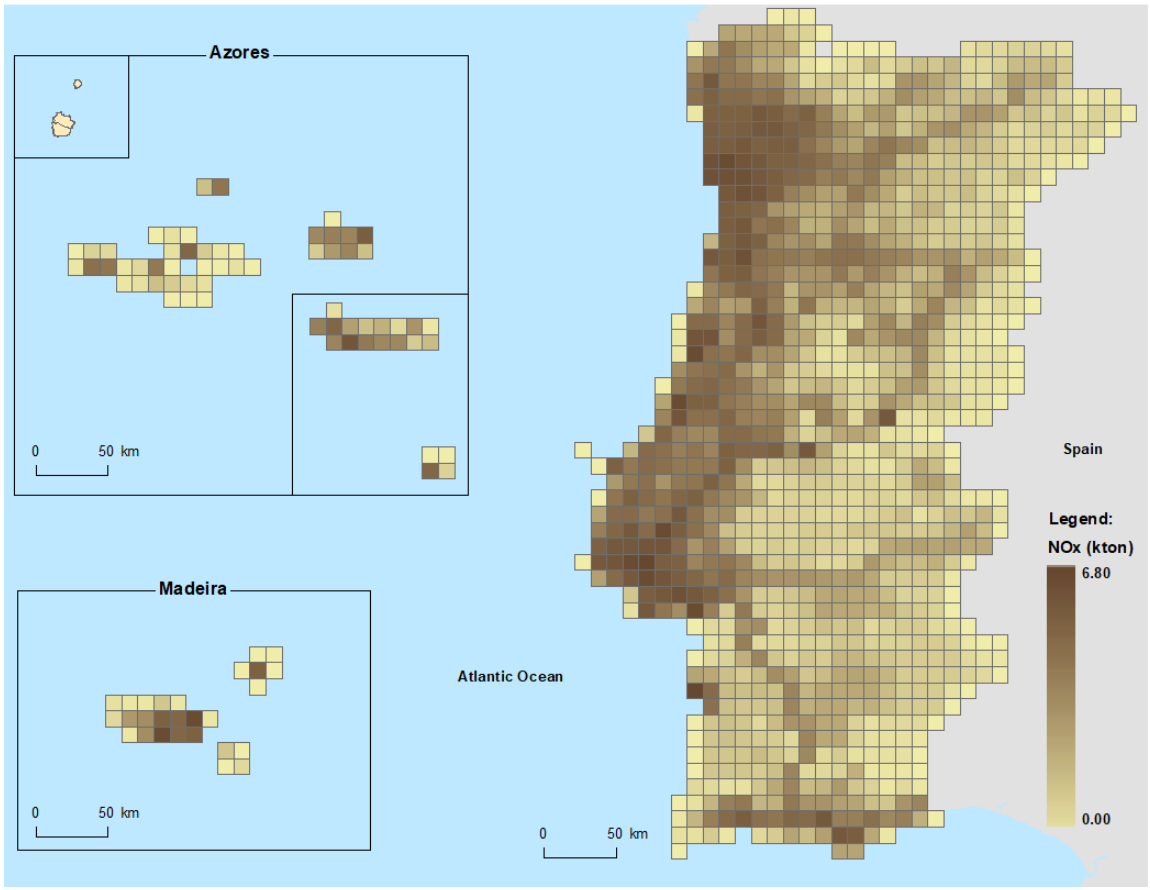

Figure 10-6: NOx gridded emissions

NOx emissions are predominantely associated with road transport sources, energy and manufacturing industries, and shipping. NOx gridded emissions presented in the figure above are the combination of emissions from combustion plants accounted individually, as well as emissions from road transport in motorways, estimated linearly, and diffuse emissions from other sectors, estimated as area sources.

The concentration of major industrial areas and agglomerations in the litoral part of the territory determines the higher intensity of emissions in those regions.

The figure below presents NMVOC gridded emissions for Portugal.

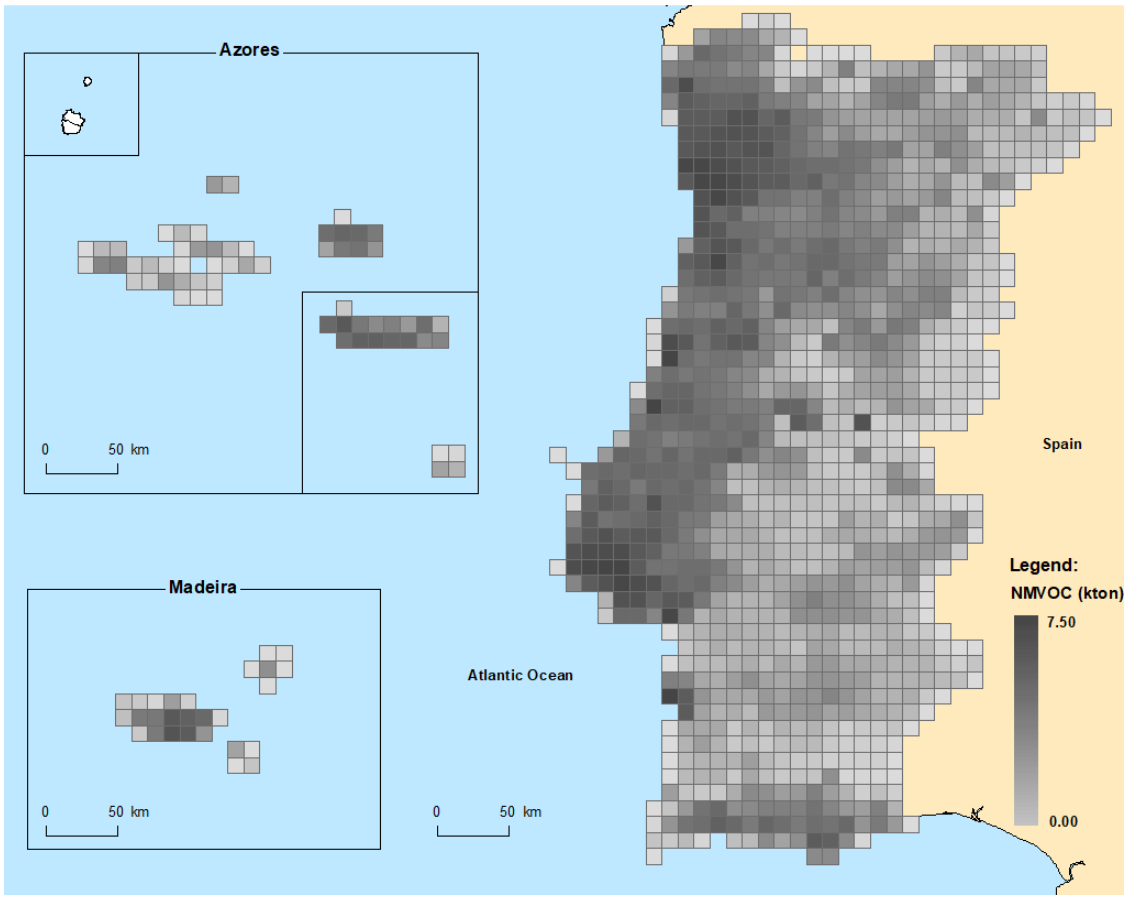

Figure 10-7: NMVOC gridded emissions

NMVOC emissions are associated not only with the use of solvents, but also to stationary combustion in the residential sector and some industries, as well as fuel related fugitive sources. Since these are generally diffuse sources that are too numerous or small to be quantified individually, NMVOC gridded emissions refer mainly to area sources that are distributed according to proxy statistics as population.

NMVOC gridded emissions presented in the figure reflect the high concentration of the population in the coastal areas and a dilution of activities in the interior part of the territory, as a reflection of the abandonment of the rural areas.

The figure below presents SOx gridded emissions for Portugal.

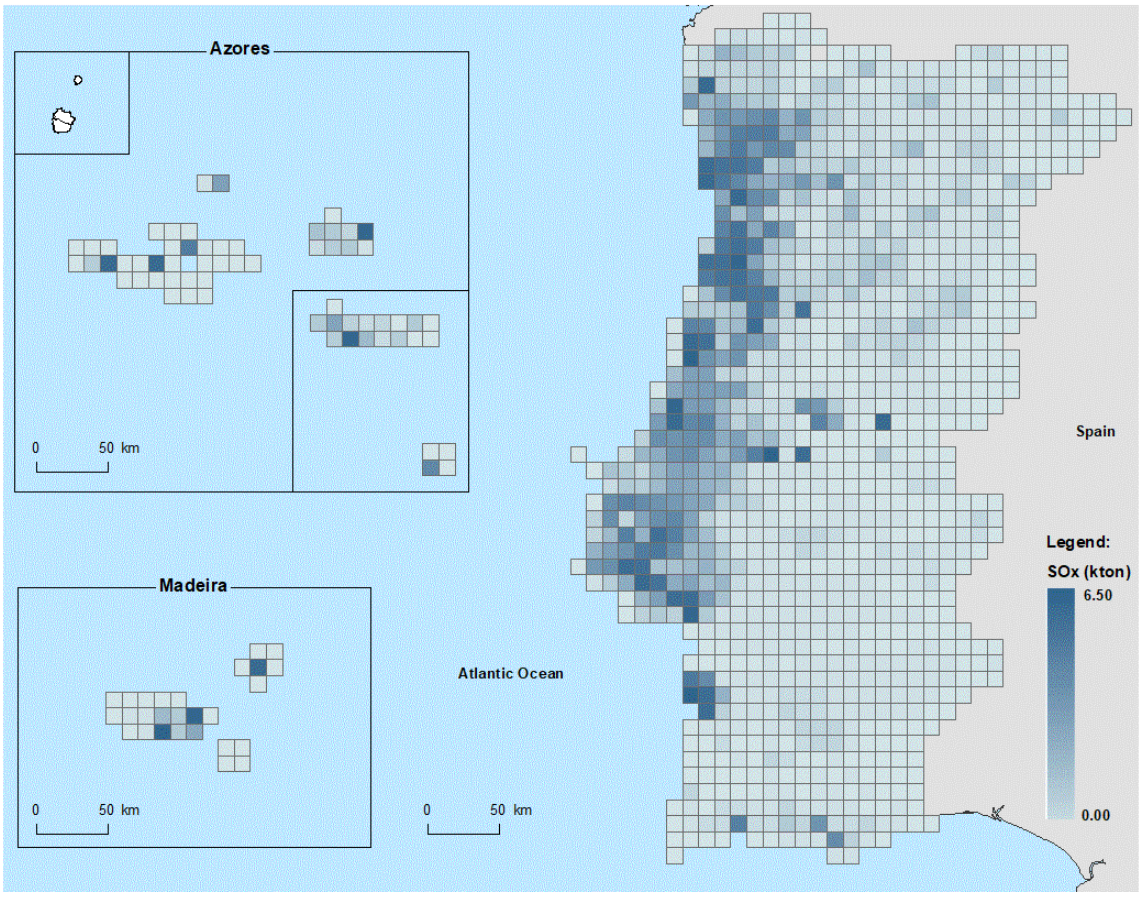

Figure 10-8: SOx gridded emissions

SOx emissions are primarily related to fuel combustion in energy and manufacturing industries, which refer generally to large emittors and are accounted separately as point sources in the inventory. The spacial disaggregation of non-point sources are accounted as diffuse sources using statistical datasets.

The figure below presents NH_3 gridded emissions for Portugal.

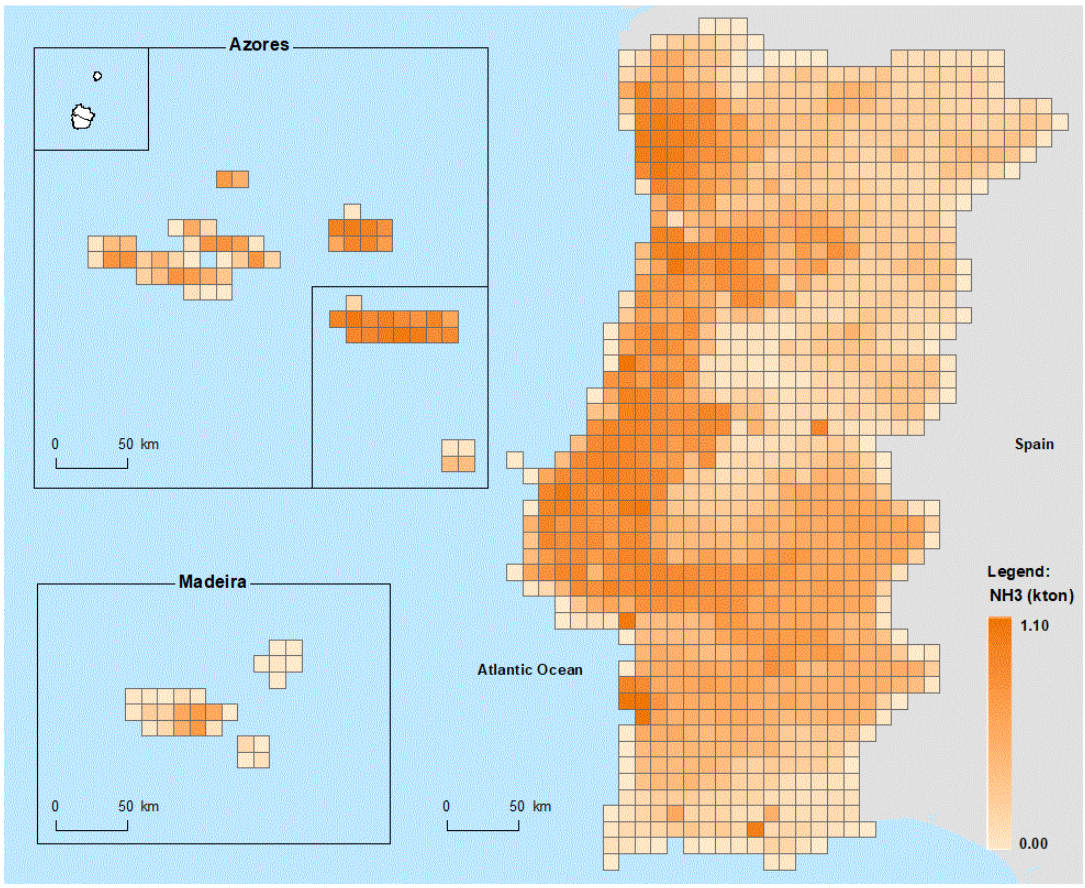

Figure 10-9: NH_3 gridded emissions

NH_3 emissions are related mostly to the agriculture sector, which are characterized by diffuse sources.

As the figure shows, there is a predominance of emissions in the litoral areas, where there is a concentration of intensive rearing of poultry and pigs and also of intensive dairy cattle production. Non-dairy cattle stay mainly on pasture (extensive production) and the major animal concentration is located mostly in the south.

There are a few point sources contributing to the distribution of these emissions, in particular the pulp and paper sector.

The figure below presents PM2.5 gridded emissions for Portugal.

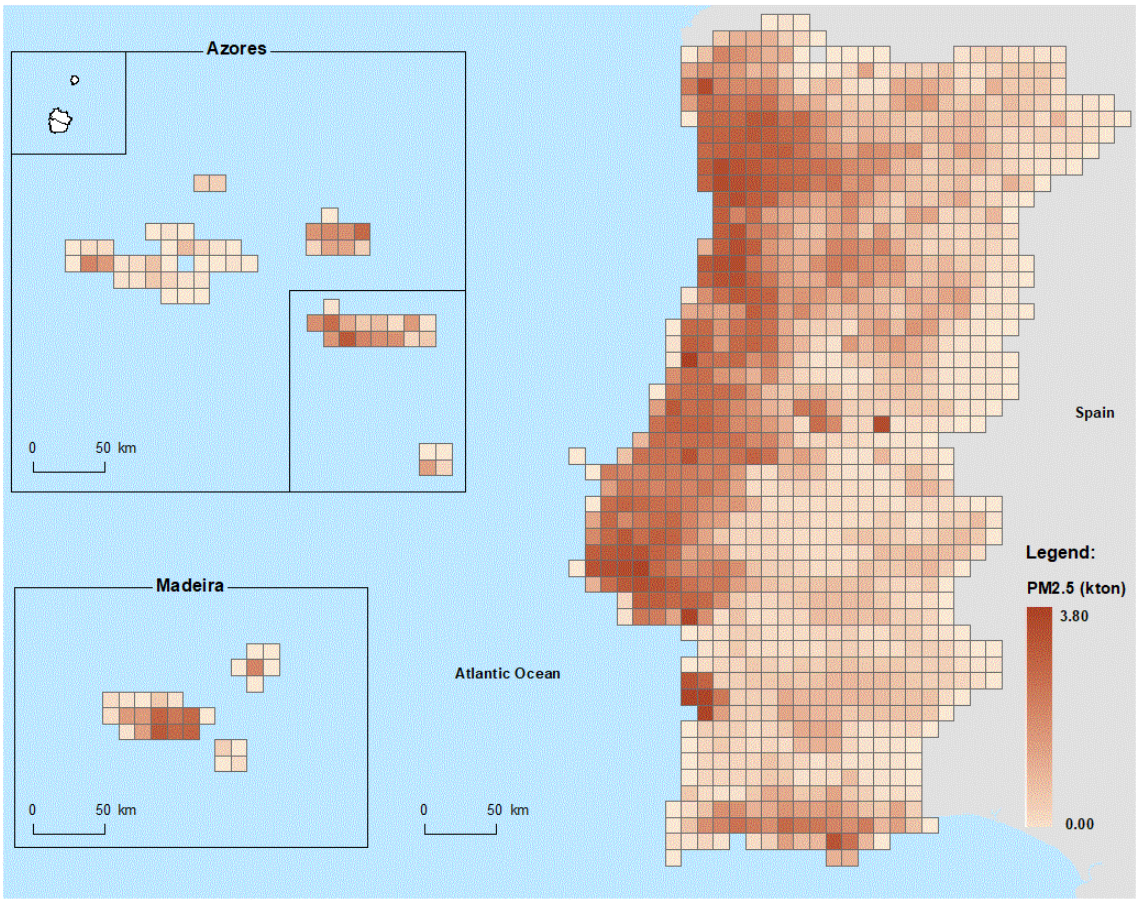

Figure 10-10: PM2.5 gridded emissions

Particulate emissions (PM2.5) are related primarly to combustion in the residential sector and in industry (e.g. pulp, chemical).

PM2.5 gridded emissions presented in the figure were accounted essentially as area sources, on the basis of population, and reflect the high concentration of the main cities and activities in the coastal areas. A significant share of PM2.5 emissions are also associated with industries and refer to point sources considered individually in the inventory.

10.2.4 Improvements since last submission

Following the recommendations issued from the 2020 NECD review, this submission includes:

- An improvement of transparency regarding the IIR grid chapter with more detailed descriptions of the methodological aspects and on data used to grid emissions and the respective results.

10.2.5 Planned improvements

There are some areas where methodological improvements concerning the distribution of emissions could be foreseen, either by using more specific point source data or more closely related proxy datasets to allocate the emissions.

Furthermore, on the following of the 2020 NECD review, where the TERT recommended to intersect the road network with the grid cells and allocate the emissions to the relevant grid cells proportionally, we intend to investigate the possibility of integrating the national road network with a population-based traffic intensity for the urban and rural emissions.

These improvements are however highly demanding in resources which, in conjunction with several other priorities and ongoing inventory developments, makes it difficult or not possible to establish at present a time plan for their implementation in the near future.

10.3 Large Point Sources (LPS)

LPS are defined as facilities or installations whose emissions (of at least one of 14 pollutants) exceed the threshold values given in Table 1 of the Guidelines for Reporting Emissions and Projections Data (ECE/EB.AIR.125). These thresholds refer to the list of pollutants in Regulation (EC) No. 166/2006 concerning the establishment of a European Pollutant Release and Transfer Register.

As indicated in the Reporting Guidelines, reported LPS data should, as far as possible, be consistent with emissions data reported under relevant EU legislation (e.g. the European Pollutant Release and Transfer Register (E-PRTR)).

Information provided in this section refers to point sources considered individually in the Portuguese inventory and located in Portugal mainland. The units considered include point sources for which annual measurements emissions are available or for which plant-specific emission factors could be calculated.

The criteria used does not correspond, however, to the Reporting Guidelines LPS definition mentioned above due to several reasons, such as: differences in the methodologies used, differences concerning the universe of installations considered by the inventory and the E-PRTR reporting, differences due to concerns regarding the representativeness of analytical measurements (in cases of point monitoring) and also resource constraints.

10.3.1 Reported LPS

In 2019, 53 emitting point sources (in Mainland Portugal) are considered individually in the Portuguese emissions inventory. Point sources emitting in earlier years but not in 2019 are not accounted in this total.

The criteria used does not correspond to the Reporting Guidelines LPS definition mentioned above and the number of facilities considered differs considerably from the Portuguese reporting under E-PRTR which considers a larger number of installations in particular concerning the E-PRTR categories: 7.(a) Intensive livestock production and aquaculture, and 5.(d) Waste and waste water management.

Several reasons explain the differences such as the methodological approaches used.

The Agriculture sector of the National Inventories does not account for Point Sources individually, as both IPCC and EMEP/EEA guidance recommend the use of animal population data from official national statistics. Furthermore, for the gridding of ammonia emissions, the EMEP/Guidebook 2019 refers that “disaggregation is normally based on livestock census data”. Since E-PRTR reporting criteria differs from the scope and definitions of the national emission inventories, data from point sources are not used in the accounting of the agriculture sector and the LPS submission does not include these sources.

Concerning the Waste sector, the Portuguese National Inventory accounts emissions from waste deposition in landfills following the recommended IPCC Guidance, i.e. based on FOD method that considers a long historical time series (since 1960). Due to methodological consistency (e.g. E-PRTR reporting considers active disposal SWDS), emissions from Landfills reported under E-PRTR are not considered individually in the inventory and have not been included in the LPS submission.

Differences also relate to the universe of installations considered by the inventory and the E-PRTR reporting as is the case of Solvent Use. The E-PRTR considers installations above a certain capacity threshold whereas the Portuguese inventory relies on a top-down approach aiming to cover the national total of solvent use.

As a general rule, point sources currently considered in the Portuguese inventory include facilities for which annual measurements emissions are available or for which plant-specific emission factors could be calculated. In some cases, data used refer exclusively to the annual fuel consumption at plant level.

Also, due to concerns related to the representativeness of the analytical measurements (in cases of point monitoring) part of these data are not considered in the inventory.

Furthermore, the use of point specific data in the Portuguese inventory is also limited by resource constraints and this is one of the reasons explaining a more reduced number of individual point sources considered.

Portuguese LPS in 2019 considered in this reporting are presented in the next figure.

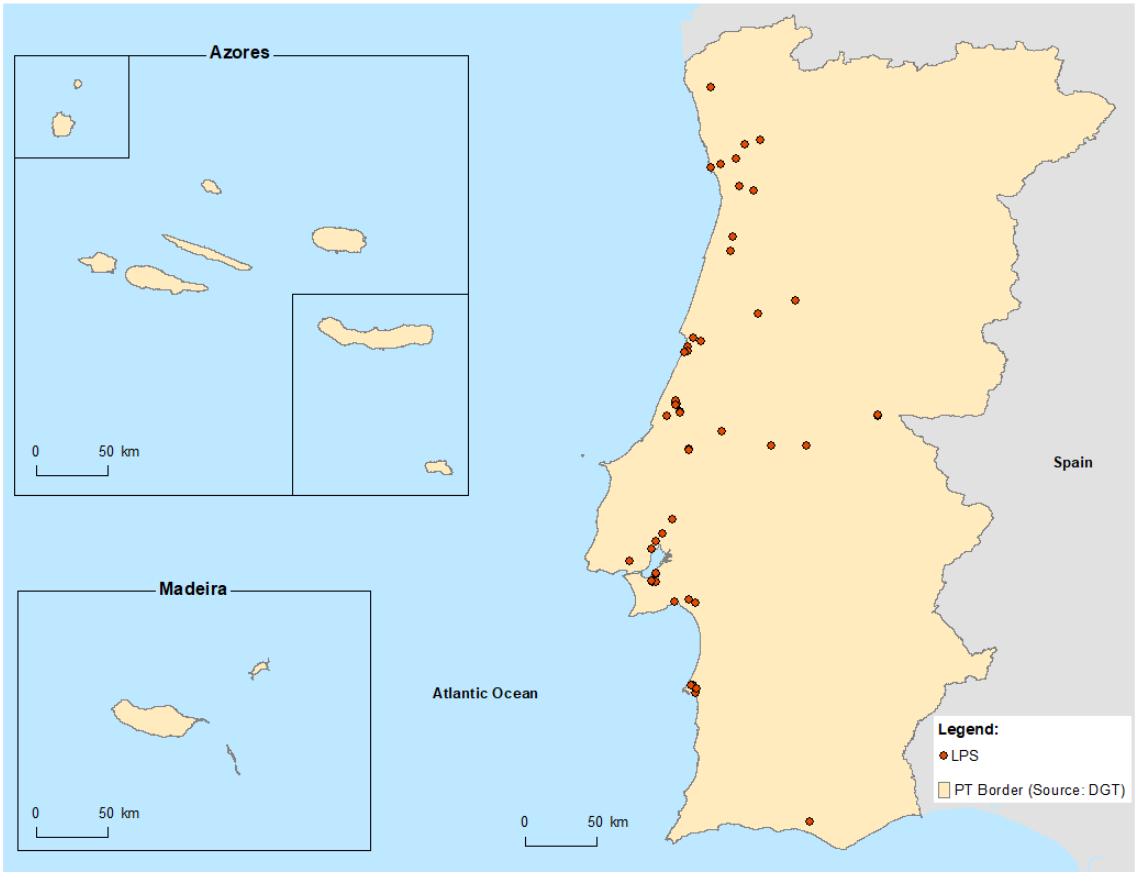

Figure 10-11: LPS in 2019

10.3.2 Methodological issues

Each facility considered is classified according to a GNFR code following the correspondence of SNAP-NFR-GNFR coding (mapping table available at the CEIP´s webpage). Information on stack heights has been collected from different sources such as LCP reporting, Environmental Permits, etc.

10.3.2.1 Consistency with the emission inventory

LPS reporting is fully consistent with the national emission inventory as point sources emissions are an integral part of the emission inventory. As explained in the energy section (e.g. 3.3.2 Activity data of Manufacturing Industries and Construction (NFR 1.A.2)), fuel consumed by LPS is subtracted from the energy balance data compiled annually by DGEG, and the remaining fuel quantities are considered as area sources for each industrial sector and fuel.

10.3.2.2 Consistency with PRTR data

As already referred, there are differences between LPS and E-PRTR reporting.

Differences concern the universe of installations considered by the inventory and the E-PRTR, in particular in agriculture and waste sectors, due to the use of diverse methodological approaches.

Differences include also the situations where the E-PRTR data are based on estimates and not on analytical measurements. The underlying rational for the inventory to consider E-PRTR data is the availability of annual measurements based on continuous monitoring. In the case of point measurements, there are sometimes concerns about the representativeness of the measurements, and data may not be used.

Differences result also from the shortage of resources to extend the compilation and the analysis of new point source data, or to update the information concerning part of the LPS already considered.

10.3.3 Improvements since last submission

Following the recommendations issued from the 2020 NECD review, this submission includes:

- An improvement of the LPS section with a description of the methodological aspects and on the completeness of the reporting ;
- Correction of facility coordinates for some facilities;
- Inclusion of LPS exclusively for Mainland Portugal (previous report included the Portuguese Azores and Madeira Islands that are not covered by the NECD);
- Integration of revised estimates for some pollutants and facilities included in LPS reporting.

10.3.4 Planned improvements

Portugal aims to continue the effort of including more point data in the national emissions inventory based on the information reported by E-PRTR and LCP facilities in order to ensure a better consistency between LPS and E-PRTR emissions as required by the reporting guidelines.

This implies, however, a substantial effort of harmonization of data collected under the different schemes, such as: the European Directive on Large Combustion Plants, E-PRTR and EU-ETS. Furthermore, in the case of point monitoring (not continuous), there is a need to evaluate the representativeness of the measurements in comparison to the international guidance proposed. Due to resource constraints, this objective is however an ongoing process that is being implemented as far as possible, according to the resources available and the existence of other priorities.

LIST OF ACRONYMS

Acronym	English	Portuguese
ABS	Acrylonitrile Butadiene Styrene	Acrilo Nitrilo Butadieno Estireno
AC	Air Conditioning	Ar condicionado
ACAP	Portuguese Association of Automobile Business	Associação do Comércio Automóvel de Portugal
ADP	ADP fertilizers (national fertilizer industry)	ADP fertilizantes
AVG	Aviation Gasoline	Gasolina de Aviação
AN	Ammonium Nitrate	Nitrato de Amónio
ANA	Airports and Air Navigation	Aeroportos e Navegação Aérea
ANAC	Portuguesa Civil Aviation Authority	Autoridade Nacional da Aviação Civil
ANAM	Madeira Island Airports and Air Navigation	Aeroportos e Navegação Aérea da Madeira
ANECRA	National Association of Companies of Automobile Business and Reparation	Associação Nacional das Empresas do Comércio e da Reparação Automóvel
APED	Portuguese Association of Distribution Companies	Associação Portuguesa de Empresas de Distribuição
APIRAC	National Association of Industry of Refrigeration and Air Conditioning	Associação Portuguesa dos Industriais da Refrigeração e Ar Condicionado
APORBET	Portuguese Association of Betuminous Mixes Producers	Associação Portuguesa de Fabricantes de Misturas Betuminosas
AS	Ammonium Sulphate	Sulfato de Amónia
ASN	Ammonium Sulphate Nitrate	Sulfonitrato de Amónia
BAT	Best Available Technologies	-
BOD	Biochemical Oxygen Demand	Carência Bioquímica de Oxigénio
BOF	Basic Oxygen Furnace	-
CAFE	Clean Air For Europe	-
CAN	Calcium Ammonium Nitrate	Nitrato de Cálcio-amônio
CCDR-LVT	Lisbon and Tagus Valley Coordination and Regional Development Comission	Comissão de Coordenação e Desenvolvimento Regional de Lisboa e Vale do Tejo
CELPA	Portuguese Paper Industry Association	Associação da Indústria Papeleira
CFC	Clorofluorcarbons	Clorofluorcarbonetos
CH4	Methane	Metano
CITEPA	Interprofessional Technical Center of Studies of Atmospheric Pollution	Centre Interprofessionnel Technique d'Études de la Pollution Atmosphérique
CKD	Cement Kiln Dust	-
CMN	Calcium Magnesium Nitrate	-
CN	Calcium Nitrate	Nitrato de Cálcio0
CO	Carbon Monoxide	Monóxido de Carbono
CO2	Carbon Dioxide	Dióxido de Carbono ou anidrido carbónico
COD	Chemical Oxygen Demand	Carência Química de Oxigénio
CONCAWE	-	-
Concelho	Portuguese territorial unit under the responsibility of a municipal authority	-
CORINAIR	Core Inventory Air Emissions	Inventário de Emissões Atmosféricas
CRF	Common Reporting Format	-
CTCV	Technological Centre for Ceramics and Glass	Centro Tecnológico da Cerâmica e do Vidro
DAP	Di-ammonium phosphate	-
DBH	Diameter at Breast Height	Diâmetro à Altura do Peito (DAP)
DC	Degradable Organic Component	Fracção Orgânica Degradável
DGA	General Directorate of Environment	Direcção Geral do Ambiente
DGADR	General Directorate for Agriculture and Rural Development	Direção Geral de Agricultura e do Desenvolvimento Rural

Acronym	English	Portuguese
DGAE (ex DGE)	General Directorate for Economic Activities	Direcção Geral das Actividades Económicas
DGAV	General Directorate for Food and Veterenary	Direção geral de Alimentação e Veterinária
DGEG (ex DGGE)	General Directorate for Energy and Geology	Direcção Geral de Energia e Geologia
DGF	General Directorate of Forests	Direcção-Geral das Florestas
AFN	National Forestry Authority	Autoridade Florestal Nacional
DGTT	General Directorate of Terrestrial Transportation	Direcção Geral dos Transportes Terrestres
Distrito	Portuguese territorial unit comprehending several concelhos but not coincident with a region which is NUT II.	-
DOC	Degradable Organic Carbon	Carbono Orgânico Degradável
DOCF	Degradable Organic Carbon Dissimilated	-
DRAOT	Regional Directorate of Environment and Land Use Planning	Direcção Regional do Ambiente e Ordenamento do Território
EAF	Electric Arc Furnace	Forno Arco Eléctrico
EAPA	European Asphalt Pavement Association	-
EF	Emission Factors	Factores de Emissão
EMEP	Cooperative Programme for Monitoring and Evaluation of the Longrange Transmission of Air Pollutants in Europe	-
EPER	European Pollutant Emission Register	Registo Europeu de Emissões Poluentes
E-PRTR	European Pollutant Release and Transfer Register	-
FAEED	Federal Aviation Administration Aircraft Engine Emission Database	-
FAM	Animal Manure Nitrogen Applied to Soils	-
FAO	Food and Agriculture Organization of the United Nations	-
FCC	Fluidized-bed Catalytic Cracking	Cracking catalítico de leito fluidizado
FCT-UNL	Faculty of Science and Technology of New University of Lisbon	Faculdade de Ciências e Tecnologia da Universidade Nova de Lisboa
FOD	First Order Decay	Decaimento de Primeira Ordem
FSN	Nitrogen in Synthetic Fertilizers	-
GASA	Analysis Group of Ambiental Systems	Grupo de Análises de Sistemas Ambientais
GCV	Gross Calorific Value	-
GHG	Green House Gases	Gases Com Efeito de Estufa
GHV	Gross Heating Value	Poder Calorífico Superior
GIC	Large Combustion Plants (LCP)	Grandes Instalações de Combustão
GPG	Good Practice Guidance	-
GPP	Planning and Policies Office	Gabinete de Planeamento e Políticas
GPPAA	Agricultre and Food Planning and Policies Office (changed to GPP)	Gabinete de Planeamento e Política Agro-Alimentar
GWP	Global Warming Potential	-
H2S	Hydrogen Sulfide	Sulfureto de Hidrogénio
HCFC	Hydroclorofluorcarbons	-
HDPE	High Density Poly Ethylene	-
HDV	Heavy Duty Vehicles	Veículos Pesados de Mercadorias
HFC	Hydrofluorcarbons	-
IA	Institute for The Environment	Instituto do Ambiente
IAIT	Annual Survey to Manufacturing Industry	Inquérito Anual à Indústria Transformadora
IAPI	Annual Survey to Industrial Production	Inquérito Anual à Produção Industrial
ICAO	International Civil Aviation Organization	
ICNF (ex-AFN)	National Institute for Nature conservation and Forests	Instituto da Conservação da Natureza e das Florestas

Acronym	English	Portuguese
IEF	Implied Emission Factors	Factores de Emissão Implícitos
IEP	Portuguese Road Institute	Instituto de Estradas de Portugal
IFA	International Fertilizer Industry Association	
IFADAP	Institute for Financing and Support of Development of Agriculture and Fisheries	Instituto de Financiamento e Apoio ao Desenvolvimento da Agricultura e das Pescas
IMT (ex.IMTT, DGV)	Institute for Mobility and Transportation	Instituto da Mobilidade e dos Transportes
INAG	National Water Institute	Instituto da Água
INE	Statistics Portugal/National Statistics Institute	Instituto Nacional de Estatística
INIAV	National Institute for Agriculture and Veterinary Research	Instituto Nacional de Investigação Agrária e Veterinária
INR	National Wastes Institute	Instituto Nacional de Resíduos
INRA	National Institute for Agronomic Investigation (France)	Institut National de la Recherche Agronomique (França)
INRB	National Institute of Biological Resources (changed to INIAV)	Instituto Nacional de Recursos Biológicos
IPCC	Intergovernmental Panel on Climate Change	-
IPMA	Portuguese Sea and Atmosphere Institute	Instituto Português do Mar e da Atmosfera
ISP	Portuguese Insurance Institute	Instituto de Seguros de Portugal
IST-UNL	Technical Superior Institute - Lisbon Technical University	Instituto Superior Técnico - Universidade Técnica de Lisboa
JP	Jet Fuel	-
LCP	Large Combustion Plants (the same as GIC)	o mesmo que GIC
LDPE	Low Density Poly Ethylene	Polietileno de Baixa Densidade (PEBD)
LDV	Light Duty Vehicles	Veículos Ligeiros de Mercadorias
LNG	Liquified Natural Gas	Gás Natural Liquefeito
LOSP	Light Organic Solvent-based Preservatives	-
LQARS	Agriculture Quimical Laboratoy Rebelo da Silva (integrated in INIAV)	Laboratório Químico Agrícola Rebelo da Silva
LPS	Large Point Sources (Corinair definition)	Grandes Fontes Poluidoras
LRTAP	Long-range Transboundary Air Pollution	Poluição Atmosférica Transfronteiras a Longa Distância
LTO	Landing and Take-off	Aterragens e Descolagens
LUCF	Land-use Change and Forestry	Alteração do Uso do Solo e Florestas
LULUCF	Land Use, Land-use Change and Forestry	Uso do Solo, Alteração do Uso do Solo e Florestas
MA	Ministry of Environment	Ministério do Ambiente
MAC	Mobile Air-conditioning systems	-
MADRP	Ministry of Agriculture, Rural Development and Fisheries	Ministério da Agricultura, Desenvolvimento Rural e Pescas
MAM	Ministry of Agriculture and Sea	Ministério da Agricultura e do Mar
MAMAOT	Ministry for Agriculture, Sea, Environment and Land Use Planning (changed to MAM)	Ministério da Agricultura, do Mar, do Ambiente e do Ordenamento do Território
MAOT	Ministry of Environment and Land Use Planning	Ministério do Ambiente e Ordenamento do Território
MCF	Methane Conversion Factor	Factor de Conversão de Metano
MCOTA	Ministry of Urban Affairs, Land Use Planning and Environment	Ministério das Cidades, Ordenamento do Território e Ambiente
MDI	Metered Dose Inhalers	-
MEET	Methodologies For Estimating Air Pollutant Emissions From Transport	-
MMS	Manure Management Systems	Sistema de Gestão de Estrumes
MSW	Municipal Solid Wastes	Resíduos Sólidos Municipais
MTBE	Methyl Tertiary Butyl Ether	Metil-Ter-Butil-Éter
Na2S	Sodium Sulphide	Sulfureto de Sódio
NaOH	Sodium Hydroxide	Hidróxido de Sódio

Acronym	English	Portuguese
NAPFUE	CORINAIR Fuel Nomenclature	
NATO	North Atlantic Treaty Organisation	Organização do Tratado do Atlântico Norte
NAVE	National Entity responsible for air traffic	Navegação Aérea
NCV	Net Calorific Value	-
NFI	National Forestry Inventories	Inventário Florestal Nacional
NFR	New Format Reporting	-
NH3	Ammoniac	Amoníaco
NMVOC	Non Methane Volatile Organic Compounds	Compostos Orgânicos Voláteis Não Metânicos (COVNM)
NOx	Nitrogen Oxides (NO + NO2)	Óxidos de Azoto (NO+NO2)
NPK	Nitrogen, Phosphorus and Potassium	Nitrogénio, Fósforo e Potássio
NSS	Normal Super Phosphates	Superfosfatos simples
NUTS (0..III)	Nomenclature of Territorial Units for Statistics	Nomenclatura de Unidades Territoriais para fins estatísticos
OD	Origin - Destiny	Origem - Destino
ODS	Ozone Depleting Substances	-
OECD	Organization for Economic Co-operation and Development	Organização para a Cooperação e Desenvolvimento Económico (OCDE)
OX	Oxidation Factor	Factor de Oxidação
PAF	Florestal Action Program	Programa de Acção Florestal
PAH	Polycyclic Aromatic Hydrocarbons	Hidrocarbonetos Aromáticos Policíclicos
PCI	Low Heating Value (LHV)	Poder Calorífico Inferior
PEN	National Energetic Program	Plano Energético Nacional
PER	Perchloro-ethylene	Percloroetileno
PERSU	Strategic Plan on Municipal Solid Wastes	Plano Estratégico dos Resíduos Sólidos Urbanos
PETROGAL	Portuguese Petroleum Company	Empresa de Petróleos de Portugal
PFC	Perfluorinated Hidrocarbons	-
PM1	Particles with Aerodynamic Diameter smaller than 1 micrometer	Partículas cujo diâmetro aerodinâmico é inferior a 1 micrómetro
PM10	Particles with Aerodynamic Diameter smaller than 10 micrometers	Partículas cujo diâmetro aerodinâmico é inferior a 10 micrómetros
PM2.5	Particles with Aerodynamic Diameter smaller than 2.5 micrometers	Partículas cujo diâmetro aerodinâmico é inferior a 2.5 micrómetros
PNAC	National Climate Change Program	Programa Nacional para as Alterações Climáticas
PNPA	National Plan for Environmental Policy	Plano Nacional da Política de Ambiente
PP	Poly Propylene	Polipropileno
PS	Poly Styrene	Poliestireno
PTEN	National Emission Ceilings Program	Programa para os Tectos de Emissão Nacional
PVC	Poly Vinyl Chloride	Cloreto de Polivinil
RA	Agricultural Region	Região Agrária
REN	National Electric System	Rede Eléctrica Nacional
RVP	Reid Vapour Pressure	Pressão de Vapor de Reid
SF6	Sulphur Hexafluoride	Hexafluoreto de Enxofre
SNIERPA	National System of Inventories of Emissions and Remotions of Atmospheric Pollutants	Sistema Nacional de Inventários de Emissões e Remoções de Poluentes Atmosféricos
SOx	Sulphur Oxides	Óxidos de Enxofre
SW	Solid Wastes	Resíduos Sólidos
SWDS	Solid Waste Disposal Sites	Locais para Deposição de Resíduos Sólidos
TANKS	Software designed to estimate air emissions from organic liquids in storage tanks (USEPA, September 27, 2001)	Software criado para a estimativa de emissões atmosféricas a partir de líquidos orgânicos em tanques de armazenamento (USEPA, 27 de Setembro de 2001)

Acronym	English	Portuguese
TNT	Trinitrotoluene	Trinitrotolueno
TOE	Tons of oil equivalent	Toneladas Equivalentes de Petróleo (TEP)
TOW	Total Organic Waste	Resíduo Orgânico Total
TRANSGÁS	Portuguese Company of Natural Gas	Sociedade Portuguesa de Gás Natural (Empresa)
TSP	Total Suspended Particles	Partículas Totais em Suspensão
TSS	Triple Super Phosphates	Superfosfatos Triplos
UNECE	United Nations Economic Commission for Europe	-
UNFCCC	United Nations Framework Convention on Climate Change	Convenção Quadro das Nações Unidas para as Alterações Climáticas
USEPA	United States Environmental Protection Agency	Agência de Protecção Ambiental dos Estados Unidos da América
VCM	Vinyl Chloride Monomer	Monómero de Cloreto de Vinilo
VOC	Volatile Organic Compounds	Compostos Orgânicos Voláteis
VRF	Vacuum Residual Fuel Oil	Resíduo de Alto Vácuo
WWH	Wastewater Handling	Tratamento de Águas Resíduais
ZA	Agricultural Zone	Zona Agrária

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Annex A: Completeness and Key categories

Updated: March 2025

Table A-1: Completeness table- Not Estimated (NE)

NFR Code	Longname	Main Pollutants				Particulate Matter				Other	Priority Heavy Metals			Additional Heavy Metals						POPs			
		NOx (as NO_2)	NMVOC	SOx (as SO_2)	NH_3	$PM_{2.5}$	PM_{10}	TSP	BC	CO	Pb	Cd	Hg	As	Cr	Cu	Ni	Se	Zn	Dioxines /furans	PAHs/ Total	HCB	PCBs
1A1b	Petroleum refining				NE																		
1A2c	Stationary combustion in manufacturing industries and construction: Chemicals				NE																		
1A2gvii	Mobile combustion in manufacturing industries and construction (please specify in the IIR)																						NE
1A3ai(i)	International aviation LTO (civil)				NE																		
1A3aii(i)	Domestic aviation LTO (civil)				NE																		
1A3bv	Road transport: Gasoline evaporation																		NE	NE	NE		NE
1A3bvi	Road transport: Automobile tyre and brake wear									NE			NE							NE			NE
1A3bvii	Road transport: Automobile road abrasion									NE	NE	NE	NE	NE	NE	NE	NE	NE		NE	NE		NE
1A3dii	National navigation (shipping)																			NE			
1A4aii	Commercial/Institutional: Mobile												NE	NE						NE		NE	NE
1A4bii	Residential: Household and gardening (mobile)												NE	NE						NE		NE	NE
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and other machinery												NE	NE						NE		NE	NE
1A4ciii	Agriculture/Forestry/Fishing: National fishing				NE																NE		
1A5b	Other, Mobile (including military, land based and recreational boats)								NE											NE	NE		
1B1a	Fugitive emission from solid fuels: Coal mining and handling				NE					NE	NE	NE	NE	NE	NE	NE	NE	NE		NE	NE		
1B1b	Fugitive emission from solid fuels: Solid fuel transformation	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE		NE	NE		
1B1c	Other fugitive emissions from solid fuels	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE				
1B2av	Distribution of oil products			NE															NE				
1B2b	Fugitive emissions from natural gas (exploration, production, processing, transmission, storage, distribution ar			NE																NE			
1B2c	Venting and flaring (oil, gas, combined oil and gas)				NE				NE									NE		NE			
1B2d	Other fugitive emissions from energy production	NE	NE	NE		NE	NE	NE	NE	NE	NE	NE			NE	NE	NE	NE	NE	NE	NE	NE	NE
2A1	Cement production																			NE	NE		
2A2	Lime production	NE	NE	NE						NE	NE	NE	NE										
2A3	Glass production												NE			NE			NE	NE	NE		
2B1	Ammonia production		NE	NE		NE																	
2B2	Nitric acid production					NE																	
2B7	Soda ash production					NE	NE	NE															
2B10a	Chemical industry: Other (please specify in the IIR)										NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE
2C1	Iron and steel production				NE													NE				NE		
2C2	Ferroalloys production	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE		
2C3	Aluminium production	NE	NE	NE	NE					NE	NE	NE	NE	NE	NE	NE	NE	NE	NE		NE		
2C5	Lead production	NE	NE		NE				NE	NE			NE		NE	NE	NE	NE			NE	NE	
2C7a	Copper production	NE	NE		NE																		
2D3a	Domestic solvent use including fungicides					NE																	
2D3b	Road paving with asphalt	NE		NE															NE	NE	NE		
2D3c	Asphalt roofing	NE									NE	NE	NE							NE	NE	NE	
2D3e	Degreasing					NE																	
2D3f	Dry cleaning					NE																	
2D3g	Chemical products	NE		NE		NE	NE		NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE
2D3h	Printing					NE			NE														
2D3i	Other solvent use (please specify in the IIR)	NE		NE	NE				NE	NE	NE	NE	NE	NE	NE	NE	NE	NE	NE			NE	NE
2G	Other product use (please specify in the IIR)																					NE	NE

(cont.)

NFR Code	Longname	Main Pollutants				Particulate Matter				Other	Priority Heavy Metals			Additional Heavy Metals						POPs			
		NOx (as NO_2)	NMVOC	SOx (as SO_2)	NH_3	$PM_{2.5}$	PM_{10}	TSP	BC	CO	Pb	Cd	Hg	As	Cr	Cu	Ni	Se	Zn	Dioxines /furans	PAHs/ Total	HCB	PCBs
2H1	Pulp and paper industry				NE				NE												NE		
2H2	Food and beverages industry					NE		NE	NE														
2I	Wood processing	NE	NE	NE	NE	NE	NE		NE	NE				NE		NE							
2K	Consumption of POPs and heavy metals (e.g. electrical and scientific equipment)										NE	NE		NE	NE	NE	NE	NE	NE			NE	
5B1	Biological treatment of waste - Composting	NE	NE	NE		NE	NE	NE	NE														
5B2	Biological treatment of waste - Anaerobic digestion at biogas facilities	NE	NE	NE		NE	NE	NE	NE	NE	NE	NE	NE		NE					NE	NE	NE	NE
5C1bi	Industrial waste incineration				NE											NE		NE	NE				
5C1bii	Hazardous waste incineration				NE											NE		NE	NE				
5C1biii	Clinical waste incineration																	NE	NE				
5C1biv	Sewage sludge incineration				NE											NE		NE	NE				
5C1bv	Cremation								NE														
5D1	Domestic wastewater handling					NE	NE	NE	NE		NE	NE	NE		NE				NE	NE	NE	NE	NE
5D2	Industrial wastewater handling				NE	NE	NE	NE	NE		NE	NE											
5E	Other waste (please specify in the IIR)	NE	NE	NE																		NE	NE

For the majority of categories, No Estimation of emissions (NE) is due to unavailability of Emission Factor.

Table A-2: Completeness table – Included Elsewhere (IE)

NFR Code	Longname	Main Pollutants				Particulate Matter				Other	Priority Heavy Metals			Additional Heavy Metals						POPs			
		NOx (as NO_2)	NMVOC	SOx (as SO_2)	NH_3	$PM_{2.5}$	PM_{10}	TSP	BC	CO	Pb	Cd	Hg	As	Cr	Cu	Ni	Se	Zn	Dioxines /furans	PAHs/ Total	HCB	PCBs
1A2b	Stationary combustion in manufacturing industries and construction: Non-ferrous metals	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE
1A3di(ii)	International inland waterways	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE
1A5a	Other stationary (including military)	IE	IE	IE		IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE		
2A1	Cement production	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE				
2A3	Glass production	IE		IE						IE													
2B10b	Storage, handling and transport of chemical products (please specify in the IIR)	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE	IE
3De	Cultivated crops					IE	IE	IE															
5C1bii	Hazardous waste incineration	IE	IE	IE		IE	IE	IE	IE	IE	IE	IE	IE	IE	IE		IE			IE	IE	IE	IE
5C1biv	Sewage sludge incineration	IE	IE	IE		IE	IE	IE	IE	IE	IE	IE	IE	IE	IE		IE			IE	IE	IE	IE

Allocation by NFR code	Allocation by party	Explanation
1A2b - Stationary combustion in manufacturing industries and construction: Non-ferrous metals	1A2gviii - Stationary combustion in manufacturing industries and construction: Other	Not possible to separate the Non-Ferrous Metals data from Metalurgic Industries data in Energy Balance
1A3di(ii) - International inland waterways	1A3di(i) International maritime navigation	International inland waterways is considered almost negligible in Portugal and our National Energy Balance dont't have the separation for inland waterways.
1A5a - Other stationary (including military)	1.A.4.a.i Commercial/institutional	No information to disaggregate fuel consumption.
2A1 - Cement production	1A2f - 3.4 Manufacturing Industries and Construction	Emissions related with combustion in cement kilns
2A3 - Glass production	1A2f - 3.4 Manufacturing Industries and Construction	Emissions related with combustion in glass kilns
2B10b - Storage, handling and transport of chemical products (please specify in the IIR)	2B10a - Chemical industry: Other	All default Tier 1 emission factors for the chemical industry also include storage and handling in production
3De - Cultivated crops	3Dc - Farm-level agricultural operations including storage, handling and transport of agricultural products	No EF available
5C1bii - Hazardous waste incineration	5C1bi - Industrial waste incineration	No specific EF available.
5C1biv - Sewage sludge incineration	5C1bi - Industrial waste incineration	No specific EF available.

Table A-3: Key category analysis of 2023 inventory

NOx **Level Assessment**

NFR	Sectors	% total 2023	Cumulative total	Key category
1A3bi	Road transport: Passenger cars	18.27	18.3	x
1A3bii	Road transport: Light duty vehicles	11.14	29.4	x
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	10.89	40.3	x
1A3biii	Road transport: Heavy duty vehicles and buses	9.75	50.1	x
1A1a	Public electricity and heat production	8.61	58.7	x
1A3dii	National navigation (shipping)	4.52	63.2	x
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	4.51	67.7	x
2H1	Pulp and paper industry	3.77	71.5	x
1A3ai(i)	International aviation LTO (civil)	3.01	74.5	x
3Da3	Urine and dung deposited by grazing animals	2.82	77.3	x
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	2.67	80.0	x
3Da1	Inorganic N-fertilizers (includes also urea application)	2.64	82.6	x
1A4bi	Residential: Stationary	2.26	84.9	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	1.96	86.8	
1A2gvii	Mobile Combustion in manufacturing industries and construction:	1.54	88.4	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and other machinery	1.48	89.9	
1A1b	Petroleum refining	1.37	91.2	
1A4ci	Agriculture/Forestry/Fishing: Stationary	1.21	92.4	
1A3aii(i)	Domestic aviation LTO (civil)	1.12	93.6	
3Da2a	Animal manure applied to soils	1.11	94.7	
1A4ai	Commercial/institutional: Stationary	0.92	95.6	
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	0.76	96.4	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.52	96.9	
5C2	Open burning of waste	0.51	97.4	
1A2c	Stationary combustion in manufacturing industries and construction: Chemicals	0.51	97.9	
1A3c	Railways	0.31	98.2	
2B10a	Chemical industry: Other (please specify in the IIR)	0.21	98.4	
3B4gii	Manure mangement - Broilers	0.20	98.6	
2C1	Iron and steel production	0.20	98.8	
3F	Field burning of agricultural residues	0.17	99.0	
1A5b	Other, Mobile (including military, land based and recreational boats)	0.15	99.1	
3B4gi	Manure mangement - Laying hens	0.14	99.3	
1A3biv	Road transport: Mopeds & motorcycles	0.14	99.4	
1A2a	Stationary combustion in manufacturing industries and construction: Iron and steel	0.10	99.5	
1B2aiv	Fugitive emissions oil: Refining / storage	0.08	99.6	
3B1b	Manure management - Non-dairy cattle	0.07	99.7	
2B2	Nitric acid production	0.06	99.8	
3B1a	Manure management - Dairy cattle	0.05	99.8	
3Da2c	Other organic fertilisers applied to soils (including compost)	0.03	99.8	
3B4giii	Manure mangement - Turkeys	0.03	99.9	
2G	Other product use (please specify in the IIR)	0.03	99.9	
3B4h	Manure management - Other animals (please specify in IIR)	0.02	99.9	
5C1bv	Cremation	0.02	99.9	
3B2	Manure management - Sheep	0.02	99.9	
5C1bi	Industrial waste incineration	0.01	100.0	
3B4giv	Manure management - Other poultry	0.01	100.0	

NOx **Trend Assessment (1990-2023)**

NFR	Sectors	1990	Last year	Trend assess.	% cont. to trend	Cumulative total	Key category
1A1a	Public electricity and heat production	83.48	11.64	0.12	35.58	35.6	x
1A3biii	Road transport: Heavy duty vehicles and buses	43.08	13.19	0.04	10.41	46.0	x
1A3bii	Road transport: Light duty vehicles	11.58	15.07	0.03	9.96	55.9	x
1A2f	Stationary combustion in manufacturing industries and	15.22	14.73	0.03	7.47	63.4	x
1A3bi	Road transport: Passenger cars	38.53	24.70	0.02	4.99	68.4	x
1A2d	Stationary combustion in manufacturing industries and	3.20	6.10	0.02	4.90	73.3	x
2H1	Pulp and paper industry	2.50	5.10	0.01	4.19	77.5	x
1A3ai(i)	International aviation LTO (civil)	1.24	4.08	0.01	3.79	81.3	x
1A3dii	National navigation (shipping)	6.75	6.11	0.01	2.85	84.1	
3Da3	Urine and dung deposited by grazing animals	2.61	3.82	0.01	2.71	86.8	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	7.32	2.64	0.00	1.32	88.2	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.93	1.63	0.00	1.27	89.4	
1A3aii(i)	Domestic aviation LTO (civil)	0.72	1.51	0.00	1.26	90.7	
1A3c	Railways	2.94	0.42	0.00	1.24	91.9	
1A4bi	Residential: Stationary	4.16	3.06	0.00	0.97	92.9	
1A4ai	Commercial/institutional: Stationary	0.90	1.25	0.00	0.86	93.8	
1A2gvii	Mobile Combustion in manufacturing industries and cor	2.71	2.08	0.00	0.73	94.5	
1A2gviii	Stationary combustion in manufacturing industries and	5.68	3.62	0.00	0.71	95.2	
1A2c	Stationary combustion in manufacturing industries and	2.43	0.69	0.00	0.65	95.8	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.27	0.70	0.00	0.63	96.5	
3Da2a	Animal manure applied to soils	1.96	1.50	0.00	0.53	97.0	
1A1b	Petroleum refining	2.80	1.85	0.00	0.42	97.4	
1A2a	Stationary combustion in manufacturing industries and	0.91	0.13	0.00	0.38	97.8	
3Da1	Inorganic N-fertilizers (includes also urea application)	6.34	3.57	0.00	0.27	98.1	
5C2	Open burning of waste	0.86	0.69	0.00	0.26	98.3	
2C1	Iron and steel production	0.06	0.27	0.00	0.26	98.6	
2B10a	Chemical industry: Other (please specify in the IIR)	0.13	0.28	0.00	0.24	98.8	
1A2e	Stationary combustion in manufacturing industries and	2.36	1.03	0.00	0.23	99.1	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and othe	3.46	2.00	0.00	0.21	99.3	
3B4gii	Manure mangement - Broilers	0.15	0.27	0.00	0.21	99.5	
3B4gi	Manure mangement - Laying hens	0.13	0.19	0.00	0.14	99.6	
3F	Field burning of agricultural residues	0.32	0.23	0.00	0.07	99.7	
2B2	Nitric acid production	0.25	0.09	0.00	0.05	99.7	
3B1b	Manure management - Non-dairy cattle	0.13	0.10	0.00	0.04	99.8	
1A3biv	Road transport: Mopeds & motorcycles	0.31	0.19	0.00	0.03	99.8	
2G	Other product use (please specify in the IIR)	0.01	0.03	0.00	0.03	99.9	
3B4giii	Manure mangement - Turkeys	0.02	0.04	0.00	0.03	99.9	
5C1bv	Cremation	0.00	0.02	0.00	0.02	99.9	
3B4giv	Manure management - Other poultry	0.01	0.02	0.00	0.01	99.9	
3B2	Manure management - Sheep	0.06	0.02	0.00	0.01	99.9	
3B4f	Manure management - Mules and asses	0.02	0.00	0.00	0.01	99.9	
5C1bi	Industrial waste incineration	0.02	0.02	0.00	0.01	100.0	
3Da2b	Sewage sludge applied to soils	0.01	0.01	0.00	0.01	100.0	
1A5b	Other, Mobile (including military, land based and recrea	0.40	0.20	0.00	0.01	100.0	
1A4bii	Residential: Household and gardening (mobile)	0.01	0.00	0.00	0.01	100.0	
1A4aii	Commercial/institutional: Mobile	0.01	0.00	0.00	0.01	100.0	

NMVOC Level Assessment

NFR	Sectors	% total 2023	Cumulative total	Key category
2D3a	Domestic solvent use including fungicides	14.74	14.7	x
2D3d	Coating applications	10.54	25.3	x
1A4bi	Residential: Stationary	8.75	34.0	x
2H2	Food and beverages industry	8.68	42.7	x
2D3g	Chemical products	8.28	51.0	x
2D3i	Other solvent use (please specify in the IIR)	6.24	57.2	x
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	5.40	62.6	x
2H1	Pulp and paper industry	5.00	67.6	x
1A3bv	Road transport: Gasoline evaporation	3.07	70.7	x
3Da2a	Animal manure applied to soils	2.79	73.5	x
3B4gii	Manure mangement - Broilers	2.66	76.1	x
1B2av	Distribution of oil products	2.35	78.5	x
3B1a	Manure management - Dairy cattle	2.33	80.8	x
1A3bi	Road transport: Passenger cars	2.01	82.8	
2G	Other product use (please specify in the IIR)	1.55	84.4	
1A3biv	Road transport: Mopeds & motorcycles	1.54	85.9	
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	1.46	87.4	
3B1b	Manure management - Non-dairy cattle	1.29	88.7	
2D3e	Degreasing	1.24	89.9	
5C2	Open burning of waste	1.22	91.1	
3B4gi	Manure mangement - Laying hens	1.09	92.2	
2B10a	Chemical industry: Other (please specify in the IIR)	0.90	93.1	
5A	Biological treatment of waste - Solid waste disposal on land	0.72	93.8	
1B2aiv	Fugitive emissions oil: Refining / storage	0.67	94.5	
3B3	Manure management - Swine	0.45	95.0	
2D3h	Printing	0.42	95.4	
1A3bii	Road transport: Light duty vehicles	0.42	95.8	
3F	Field burning of agricultural residues	0.38	96.2	
3Da3	Urine and dung deposited by grazing animals	0.35	96.5	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and other machinery	0.34	96.9	
1B2ai	Fugitive emissions oil: Exploration, production, transport	0.31	97.2	
1A3ai(i)	International aviation LTO (civil)	0.29	97.5	
3B4giii	Manure mangement - Turkeys	0.28	97.8	
1A3biii	Road transport: Heavy duty vehicles and buses	0.26	98.0	
3B4giv	Manure management - Other poultry	0.22	98.3	
1A1a	Public electricity and heat production	0.20	98.5	
1A3dii	National navigation (shipping)	0.16	98.6	
2D3f	Dry cleaning	0.15	98.8	
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	0.13	98.9	
1A2gvii	Mobile Combustion in manufacturing industries and construction: (please specify in the IIR)	0.12	99.0	
3De	Cultivated crops	0.10	99.1	
5C1bi	Industrial waste incineration	0.10	99.2	
1A4ai	Commercial/institutional: Stationary	0.09	99.3	
1A3aii(i)	Domestic aviation LTO (civil)	0.09	99.4	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.09	99.5	
3B2	Manure management - Sheep	0.08	99.6	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.07	99.6	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.07	99.7	
2C1	Iron and steel production	0.06	99.8	
1A1b	Petroleum refining	0.04	99.8	
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	0.03	99.8	
3B4h	Manure management - Other animals (please specify in IIR)	0.03	99.9	
1A2a	Stationary combustion in manufacturing industries and construction: Iron and steel	0.03	99.9	
1A3c	Railways	0.02	99.9	
1A5b	Other, Mobile (including military, land based and recreational boats)	0.02	99.9	
1A2c	Stationary combustion in manufacturing industries and construction: Chemicals	0.02	100.0	
3B4d	Manure management - Goats	0.01	100.0	
3B4e	Manure management - Horses	0.01	100.0	
5D1	Domestic wastewater handling	0.00	100.0	
5D2	Industrial wastewater handling	0.00	100.0	
1A4aii	Commercial/institutional: Mobile	0.00	100.0	
1A4bii	Residential: Household and gardening (mobile)	0.00	100.0	
2D3c	Asphalt roofing	0.00	100.0	
2D3b	Road paving with asphalt	0.00	100.0	

NMVOC Trend Assessment (1990-2023)

NFR	Sectors	1990	Last year	Trend assess.	% cont. to trend	Cumulative total	Key category
1A3bi	Road transport: Passenger cars	42.08	3.24	0.08	17.30	17.3	x
2D3a	Domestic solvent use including fungicides	13.37	23.72	0.06	12.34	29.6	x
1A3biv	Road transport: Mopeds & motorcycles	28.95	2.47	0.06	11.71	41.4	x
2D3e	Degreasing	17.03	2.00	0.03	6.46	47.8	x
2H2	Food and beverages industry	9.75	13.97	0.03	6.39	54.2	x
2D3g	Chemical products	9.43	13.32	0.03	6.02	60.2	x
1A2f	Stationary combustion in manufacturing industries and	3.05	8.70	0.03	5.40	65.6	x
2D3i	Other solvent use (please specify in the IIR)	6.20	10.05	0.02	4.98	70.6	x
2H1	Pulp and paper industry	4.12	8.05	0.02	4.39	75.0	x
1A3bv	Road transport: Gasoline evaporation	16.91	4.95	0.02	4.09	79.1	x
2D3d	Coating applications	35.82	16.96	0.02	3.56	82.6	x
1A4bi	Residential: Stationary	29.36	14.08	0.01	2.78	85.4	
3B4gii	Manure mangement - Broilers	2.39	4.27	0.01	2.23	87.6	
1A3biii	Road transport: Heavy duty vehicles and buses	3.79	0.43	0.01	1.45	89.1	
3Da2a	Animal manure applied to soils	4.73	4.49	0.01	1.30	90.4	
1A2d	Stationary combustion in manufacturing industries and	1.26	2.35	0.01	1.26	91.7	
3B4gi	Manure mangement - Laying hens	1.23	1.75	0.00	0.79	92.4	
1B2av	Distribution of oil products	4.86	3.78	0.00	0.68	93.1	
2D3f	Dry cleaning	1.68	0.24	0.00	0.60	93.7	
5A	Biological treatment of waste - Solid waste disposal on	0.83	1.15	0.00	0.51	94.2	
2B10a	Chemical industry: Other (please specify in the IIR)	1.34	1.44	0.00	0.50	94.7	
2D3h	Printing	2.17	0.68	0.00	0.49	95.2	
5C2	Open burning of waste	2.24	1.96	0.00	0.49	95.7	
1A4bii	Residential: Household and gardening (mobile)	0.99	0.00	0.00	0.46	96.2	
2G	Other product use (please specify in the IIR)	3.29	2.50	0.00	0.41	96.6	
3B1b	Manure management - Non-dairy cattle	4.27	2.08	0.00	0.38	97.0	
3B1a	Manure management - Dairy cattle	5.49	3.76	0.00	0.36	97.3	
3Da3	Urine and dung deposited by grazing animals	0.42	0.57	0.00	0.25	97.6	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and other	0.41	0.55	0.00	0.24	97.8	
3B4giii	Manure mangement - Turkeys	0.28	0.45	0.00	0.22	98.1	
3B4giv	Manure management - Other poultry	0.17	0.36	0.00	0.20	98.3	
1B2aiv	Fugitive emissions oil: Refining / storage	1.43	1.08	0.00	0.17	98.4	
1B2ai	Fugitive emissions oil: Exploration, production, transpor	0.57	0.50	0.00	0.13	98.6	
3F	Field burning of agricultural residues	0.78	0.61	0.00	0.11	98.7	
3De	Cultivated crops	0.51	0.17	0.00	0.11	98.8	
1A1a	Public electricity and heat production	0.31	0.32	0.00	0.11	98.9	
1A3bii	Road transport: Light duty vehicles	1.33	0.67	0.00	0.10	99.0	
1A3c	Railways	0.26	0.04	0.00	0.09	99.1	
1A3dii	National navigation (shipping)	0.23	0.26	0.00	0.09	99.2	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.05	0.15	0.00	0.09	99.3	
3B2	Manure management - Sheep	0.39	0.13	0.00	0.08	99.3	
3B3	Manure management - Swine	1.06	0.73	0.00	0.07	99.4	
1A4ai	Commercial/institutional: Stationary	0.12	0.15	0.00	0.06	99.5	
2D3b	Road paving with asphalt	0.13	0.00	0.00	0.06	99.5	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.07	0.11	0.00	0.06	99.6	
5C1bi	Industrial waste incineration	0.17	0.16	0.00	0.05	99.6	
2C1	Iron and steel production	0.07	0.09	0.00	0.04	99.7	
1A2gvi	Mobile Combustion in manufacturing industries and con	0.25	0.19	0.00	0.03	99.7	
3B4f	Manure management - Mules and asses	0.07	0.00	0.00	0.03	99.8	
1A3aii(i)	Domestic aviation LTO (civil)	0.32	0.15	0.00	0.03	99.8	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.26	0.11	0.00	0.03	99.8	
3B4d	Manure management - Goats	0.09	0.02	0.00	0.02	99.8	
1A1b	Petroleum refining	0.06	0.07	0.00	0.02	99.9	
1A2c	Stationary combustion in manufacturing industries and	0.10	0.03	0.00	0.02	99.9	
1A2e	Stationary combustion in manufacturing industries and	0.12	0.05	0.00	0.02	99.9	
1A3ai(i)	International aviation LTO (civil)	0.82	0.47	0.00	0.02	99.9	
1A2gviii	Stationary combustion in manufacturing industries and	0.30	0.20	0.00	0.02	99.9	
1A2a	Stationary combustion in manufacturing industries and	0.04	0.04	0.00	0.02	100.0	
1A4aii	Commercial/institutional: Mobile	0.03	0.00	0.00	0.01	100.0	
3B4h	Manure management - Other animals (please specify in	0.09	0.04	0.00	0.01	100.0	
5D1	Domestic wastewater handling	0.00	0.01	0.00	0.00	100.0	
1A5b	Other, Mobile (including military, land based and recrea	0.07	0.03	0.00	0.00	100.0	
5D2	Industrial wastewater handling	0.01	0.00	0.00	0.00	100.0	

SOx **Level Assessment**

NFR	Sectors	%total 2023	Cumulative total	Key category
1A1a	Public electricity and heat production	31.87	31.9	x
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	24.95	56.8	x
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	13.30	70.1	x
2H1	Pulp and paper industry	10.53	80.7	x
1B2aiv	Fugitive emissions oil: Refining / storage	5.71	86.4	
1A3dii	National navigation (shipping)	5.07	91.4	
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	1.98	93.4	
2B10a	Chemical industry: Other (please specify in the IIR)	1.70	95.1	
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	1.07	96.2	
1A4bi	Residential: Stationary	0.91	97.1	
1A4ai	Commercial/institutional: Stationary	0.50	97.6	
2C5	Lead production	0.39	98.0	
1A1b	Petroleum refining	0.37	98.4	
2C1	Iron and steel production	0.30	98.7	
5C2	Open burning of waste	0.28	98.9	
1A3ai(i)	International aviation LTO (civil)	0.28	99.2	
1A2c	Stationary combustion in manufacturing industries and construction: Chemicals	0.16	99.4	
1A3bi	Road transport: Passenger cars	0.15	99.5	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.12	99.6	
1A3aii(i)	Domestic aviation LTO (civil)	0.10	99.7	
3F	Field burning of agricultural residues	0.07	99.8	
1A3bii	Road transport: Light duty vehicles	0.06	99.9	
1A3biii	Road transport: Heavy duty vehicles and buses	0.04	99.9	
1A5b	Other, Mobile (including military, land based and recreational boats)	0.03	100.0	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.01	100.0	
5C1bv	Cremation	0.01	100.0	
2G	Other product use (please specify in the IIR)	0.01	100.0	
1A3biv	Road transport: Mopeds & motorcycles	0.00	100.0	
1A2a	Stationary combustion in manufacturing industries and construction: Iron and steel	0.00	100.0	
1A2gvii	Mobile Combustion in manufacturing industries and construction: (please specify in the IIR)	0.00	100.0	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.00	100.0	

SOx **Trend Assessment (1990-2023)**

NFR	Sectors	1990	Last year	Trend assess.	%cont. to trend	Cumulative total	Key category
1A1a	Public electricity and heat production	180.93	13.19	0.03	24.54	24.5	x
1A2d	Stationary combustion in manufacturing industries and	16.64	10.33	0.03	19.30	43.8	x
1A2f	Stationary combustion in manufacturing industries and	8.04	5.51	0.01	10.54	54.4	x
2H1	Pulp and paper industry	4.55	4.36	0.01	8.91	63.3	x
1A2gviii	Stationary combustion in manufacturing industries and	26.05	0.82	0.01	6.09	69.4	x
1B2aiv	Fugitive emissions oil: Refining / storage	0.34	2.37	0.01	5.49	74.9	x
1A1b	Petroleum refining	18.80	0.15	0.01	5.43	80.3	x
1A2c	Stationary combustion in manufacturing industries and	14.19	0.07	0.01	4.21	84.5	
1A3dii	National navigation (shipping)	3.54	2.10	0.01	3.87	88.4	
1A2e	Stationary combustion in manufacturing industries and	12.99	0.44	0.00	2.95	91.3	
1A3biii	Road transport: Heavy duty vehicles and buses	6.43	0.02	0.00	1.94	93.3	
1A3bii	Road transport: Light duty vehicles	3.44	0.02	0.00	1.00	94.3	
1A4ai	Commercial/institutional: Stationary	4.81	0.21	0.00	0.99	95.3	
1A3bi	Road transport: Passenger cars	3.33	0.06	0.00	0.88	96.1	
2B10a	Chemical industry: Other (please specify in the IIR)	7.84	0.70	0.00	0.75	96.9	
1A4bi	Residential: Stationary	0.77	0.38	0.00	0.65	97.5	
1A4ci	Agriculture/Forestry/Fishing: Stationary	1.52	0.01	0.00	0.45	98.0	
2C5	Lead production	0.06	0.16	0.00	0.36	98.4	
2C1	Iron and steel production	0.02	0.12	0.00	0.28	98.6	
1A3ai(i)	International aviation LTO (civil)	0.03	0.11	0.00	0.26	98.9	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.76	0.00	0.00	0.23	99.1	
5C2	Open burning of waste	0.14	0.11	0.00	0.23	99.4	
1A2gvii	Mobile Combustion in manufacturing industries and con	0.44	0.00	0.00	0.13	99.5	
1A3c	Railways	0.34	0.00	0.00	0.10	99.6	
1A3aii(i)	Domestic aviation LTO (civil)	0.02	0.04	0.00	0.09	99.7	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.15	0.05	0.00	0.07	99.8	
1A2a	Stationary combustion in manufacturing industries and	0.23	0.00	0.00	0.07	99.8	
1A3biv	Road transport: Mopeds & motorcycles	0.21	0.00	0.00	0.06	99.9	
3F	Field burning of agricultural residues	0.04	0.03	0.00	0.06	99.9	
1A5b	Other, Mobile (including military, land based and recrea	0.03	0.01	0.00	0.02	100.0	
5C1bv	Cremation	0.00	0.00	0.00	0.01	100.0	
2G	Other product use (please specify in the IIR)	0.00	0.00	0.00	0.01	100.0	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and othe	0.01	0.00	0.00	0.00	100.0	
1A4bii	Residential: Household and gardening (mobile)	0.01	0.00	0.00	0.00	100.0	
5C1biii	Clinical waste incineration	0.01	0.00	0.00	0.00	100.0	

NH3 **Level Assessment**

NFR	Sectors	% total 2023	Cumulative total	Key category
3Da2a	Animal manure applied to soils	22.45	22.4	x
3Da3	Urine and dung deposited by grazing animals	18.50	40.9	x
3B3	Manure management - Swine	10.54	51.5	x
3B4gii	Manure mangement - Broilers	10.10	61.6	x
3B1a	Manure management - Dairy cattle	9.05	70.6	x
3Da1	Inorganic N-fertilizers (includes also urea application)	7.19	77.8	x
3B4gi	Manure mangement - Laying hens	4.20	82.0	x
3B1b	Manure management - Non-dairy cattle	3.69	85.7	
3B4giii	Manure mangement - Turkeys	2.01	87.7	
5A	Biological treatment of waste - Solid waste disposal on land	1.90	89.6	
2B10a	Chemical industry: Other (please specify in the IIR)	1.63	91.3	
1A3bi	Road transport: Passenger cars	1.27	92.5	
3B4giv	Manure management - Other poultry	1.07	93.6	
3B4h	Manure management - Other animals (please specify in IIR)	1.02	94.6	
5C2	Open burning of waste	0.98	95.6	
3B2	Manure management - Sheep	0.83	96.4	
1B2d	Other fugitive emissions from energy production	0.69	97.1	
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	0.68	97.8	
3F	Field burning of agricultural residues	0.43	98.2	
1A4bi	Residential: Stationary	0.37	98.6	
3B4e	Manure management - Horses	0.27	98.9	
5B2	Biological treatment of waste - Anaerobic digestion at biogas facilities	0.18	99.0	
3Da2c	Other organic fertilisers applied to soils (including compost)	0.16	99.2	
1B2aiv	Fugitive emissions oil: Refining / storage	0.15	99.3	
2G	Other product use (please specify in the IIR)	0.14	99.5	
3B4d	Manure management - Goats	0.13	99.6	
1A3bii	Road transport: Light duty vehicles	0.10	99.7	
3Da2b	Sewage sludge applied to soils	0.08	99.8	
1A3biii	Road transport: Heavy duty vehicles and buses	0.07	99.9	
5B1	Biological treatment of waste - Composting	0.05	99.9	
3B4f	Manure management - Mules and asses	0.03	99.9	
1A1a	Public electricity and heat production	0.03	100.0	
2B2	Nitric acid production	0.01	100.0	
2A3	Glass production	0.01	100.0	
1A3biv	Road transport: Mopeds & motorcycles	0.01	100.0	
2D3g	Chemical products	0.01	100.0	

NH3 **Trend Assessment (1990-2023)**

NFR	Sectors	1990	Last year	Trend assess.	% cont. to trend	Cumulative total	Key category
3Da3	Urine and dung deposited by grazing animals	6.33	10.36	0.08	25.56	25.6	x
3Da1	Inorganic N-fertilizers (includes also urea application)	9.20	4.03	0.05	17.96	43.5	x
3B4gii	Manure mangement - Broilers	3.16	5.66	0.04	15.18	58.7	x
3B4gi	Manure mangement - Laying hens	1.61	2.35	0.02	5.08	63.8	x
3B3	Manure management - Swine	8.28	5.90	0.01	4.76	68.5	x
3B1a	Manure management - Dairy cattle	7.01	5.07	0.01	3.68	72.2	x
1A3bi	Road transport: Passenger cars	0.04	0.71	0.01	3.38	75.6	x
3B2	Manure management - Sheep	1.37	0.46	0.01	3.37	79.0	x
3B4giii	Manure mangement - Turkeys	0.69	1.13	0.01	2.77	81.7	x
3Da2a	Animal manure applied to soils	14.56	12.58	0.01	2.58	84.3	
3B4f	Manure management - Mules and asses	0.56	0.01	0.01	2.24	86.5	
5A	Biological treatment of waste - Solid waste disposal on	0.77	1.06	0.01	2.14	88.7	
2B10a	Chemical industry: Other (please specify in the IIR)	1.60	0.91	0.01	2.05	90.7	
3B4h	Manure management - Other animals (please specify in	1.16	0.57	0.01	1.95	92.7	
1B2d	Other fugitive emissions from energy production	0.01	0.39	0.01	1.89	94.6	
3B4giv	Manure management - Other poultry	0.31	0.60	0.00	1.69	96.3	
3B4d	Manure management - Goats	0.28	0.07	0.00	0.80	97.1	
1A4bi	Residential: Stationary	0.43	0.21	0.00	0.73	97.8	
5B2	Biological treatment of waste - Anaerobic digestion at b	NO	0.10	0.00	0.51	98.3	
1A2f	Stationary combustion in manufacturing industries and	0.56	0.38	0.00	0.44	98.8	
2G	Other product use (please specify in the IIR)	0.02	0.08	0.00	0.32	99.1	
1A3bii	Road transport: Light duty vehicles	0.01	0.05	0.00	0.24	99.3	
1A3biii	Road transport: Heavy duty vehicles and buses	0.01	0.04	0.00	0.16	99.5	
3F	Field burning of agricultural residues	0.33	0.24	0.00	0.15	99.6	
3B4e	Manure management - Horses	0.16	0.15	0.00	0.10	99.7	
5C2	Open burning of waste	0.69	0.55	0.00	0.09	99.8	
3Da2b	Sewage sludge applied to soils	0.04	0.05	0.00	0.06	99.9	
3B1b	Manure management - Non-dairy cattle	2.51	2.07	0.00	0.06	99.9	
2D3g	Chemical products	0.01	0.00	0.00	0.03	100.0	
5B1	Biological treatment of waste - Composting	0.03	0.03	0.00	0.02	100.0	
1A3biv	Road transport: Mopeds & motorcycles	0.00	0.00	0.00	0.00	100.0	
1A4ai	Commercial/institutional: Stationary	NO	0.00	0.00	0.00	100.0	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and other	0.00	0.00	0.00	0.00	100.0	

PM 2.5 Level Assessment

NFR	Sectors	%total 2023	Cumulative total	Key category
1A4bi	Residential: Stationary	41.51	41.5	x
2H1	Pulp and paper industry	15.10	56.6	x
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	8.81	65.4	x
1A3ai(i)	International aviation LTO (civil)	3.15	68.6	x
5C2	Open burning of waste	2.81	71.4	x
1A1a	Public electricity and heat production	2.69	74.1	x
2B10a	Chemical industry: Other (please specify in the IIR)	2.33	76.4	x
1A3bii	Road transport: Light duty vehicles	2.09	78.5	x
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	2.07	80.6	x
1A3bi	Road transport: Passenger cars	2.07	82.6	
1A3bvi	Road transport: Automobile tyre and brake wear	2.07	84.7	
5E	Other waste (please specify in IIR)	1.64	86.3	
3F	Field burning of agricultural residues	1.25	87.6	
2G	Other product use (please specify in the IIR)	1.15	88.7	
1A3aii(i)	Domestic aviation LTO (civil)	1.15	89.9	
1A3dii	National navigation (shipping)	0.95	90.8	
1A3bvii	Road transport: Automobile road abrasion	0.90	91.7	
2A3	Glass production	0.88	92.6	
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	0.87	93.5	
2A2	Lime production	0.87	94.3	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and other machinery	0.66	95.0	
2A5a	Quarrying and mining of minerals other than coal	0.57	95.6	
2A5b	Construction and demolition	0.51	96.1	
1A3biii	Road transport: Heavy duty vehicles and buses	0.49	96.6	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.38	96.9	
1A5b	Other, Mobile (including military, land based and recreational boats)	0.35	97.3	
3B4giii	Manure mangement - Turkeys	0.30	97.6	
1B2aiv	Fugitive emissions oil: Refining / storage	0.29	97.9	
1A2gvii	Mobile Combustion in manufacturing industries and construction: (please specify in the IIR)	0.27	98.1	
1A4ai	Commercial/institutional: Stationary	0.20	98.3	
2D3i	Other solvent use (please specify in the IIR)	0.19	98.5	
3B4giv	Manure management - Other poultry	0.15	98.7	
3B4gii	Manure mangement - Broilers	0.14	98.8	
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	0.14	99.0	
2D3b	Road paving with asphalt	0.14	99.1	
3B1a	Manure management - Dairy cattle	0.13	99.2	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.11	99.4	
3B4gi	Manure mangement - Laying hens	0.11	99.5	
1A3biv	Road transport: Mopeds & motorcycles	0.10	99.6	
2C1	Iron and steel production	0.10	99.7	
2A5c	Storage, handling and transport of mineral products	0.08	99.7	
1A1b	Petroleum refining	0.05	99.8	
3B1b	Manure management - Non-dairy cattle	0.05	99.8	
1A2c	Stationary combustion in manufacturing industries and construction: Chemicals	0.04	99.9	
3Dc	Farm-level agricultural operations including storage, handling and transport of agricultural products	0.04	99.9	
1A3c	Railways	0.03	99.9	
3B3	Manure management - Swine	0.02	100.0	
3B2	Manure management - Sheep	0.01	100.0	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.00	100.0	
2D3c	Asphalt roofing	0.00	100.0	
1A2a	Stationary combustion in manufacturing industries and construction: Iron and steel	0.00	100.0	
3B4e	Manure management - Horses	0.00	100.0	
5C1bv	Cremation	0.00	100.0	
3B4d	Manure management - Goats	0.00	100.0	

PM 2.5 Trend Assessment (1990-2023)

NFR	Sectors	1990	Last year	Trend assess.	%cont. to trend	Cumulative total	Key category
1A4bi	Residential: Stationary	37.53	18.36	0.12	33.28	33.3	x
2H1	Pulp and paper industry	3.27	6.68	0.07	19.21	52.5	x
1A2f	Stationary combustion in manufacturing industries and	2.77	3.90	0.03	8.63	61.1	x
1A3ai(i)	International aviation LTO (civil)	0.39	1.39	0.02	4.88	66.0	x
1A3biii	Road transport: Heavy duty vehicles and buses	1.90	0.22	0.02	4.80	70.8	x
1A3bii	Road transport: Light duty vehicles	2.21	0.92	0.01	2.66	73.5	x
1A3bvi	Road transport: Automobile tyre and brake wear	0.51	0.91	0.01	2.43	75.9	x
1A1a	Public electricity and heat production	2.47	1.19	0.01	2.28	78.2	x
1A3bi	Road transport: Passenger cars	0.63	0.91	0.01	2.09	80.3	x
2G	Other product use (please specify in the IIR)	0.12	0.51	0.01	1.86	82.1	
1A3biv	Road transport: Mopeds & motorcycles	0.61	0.04	0.01	1.65	83.8	
1A3aii(i)	Domestic aviation LTO (civil)	0.23	0.51	0.01	1.51	85.3	
2A3	Glass production	0.12	0.39	0.00	1.32	86.6	
1A2d	Stationary combustion in manufacturing industries and	0.90	0.92	0.00	1.28	87.9	
1A3bvii	Road transport: Automobile road abrasion	0.19	0.40	0.00	1.16	89.1	
2A2	Lime production	0.19	0.38	0.00	1.09	90.1	
1A2e	Stationary combustion in manufacturing industries and	0.41	0.06	0.00	0.96	91.1	
1A2c	Stationary combustion in manufacturing industries and	0.33	0.02	0.00	0.92	92.0	
2B10a	Chemical industry: Other (please specify in the IIR)	1.22	1.03	0.00	0.81	92.8	
1A2gviii	Stationary combustion in manufacturing industries and	0.81	0.39	0.00	0.77	93.6	
5C2	Open burning of waste	1.55	1.24	0.00	0.73	94.3	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and other	0.19	0.29	0.00	0.70	95.0	
1A3dii	National navigation (shipping)	0.38	0.42	0.00	0.69	95.7	
5E	Other waste (please specify in IIR)	1.27	0.73	0.00	0.66	96.4	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.10	0.17	0.00	0.43	96.8	
2A5b	Construction and demolition	0.46	0.22	0.00	0.42	97.2	
3B4giii	Manure mangement - Turkeys	0.08	0.13	0.00	0.33	97.6	
1A4ai	Commercial/institutional: Stationary	0.02	0.09	0.00	0.32	97.9	
1A1b	Petroleum refining	0.13	0.02	0.00	0.29	98.2	
1A5b	Other, Mobile (including military, land based and recrea	0.30	0.15	0.00	0.24	98.4	
3B4giv	Manure management - Other poultry	0.03	0.07	0.00	0.19	98.6	
1A3c	Railways	0.08	0.01	0.00	0.18	98.8	
3B4gii	Manure mangement - Broilers	0.04	0.06	0.00	0.16	99.0	
3F	Field burning of agricultural residues	0.75	0.55	0.00	0.15	99.1	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.11	0.05	0.00	0.12	99.2	
3Dc	Farm-level agricultural operations including storage, har	0.06	0.02	0.00	0.12	99.4	
3B4gi	Manure mangement - Laying hens	0.03	0.05	0.00	0.10	99.5	
3B1a	Manure management - Dairy cattle	0.11	0.06	0.00	0.10	99.6	
2A5c	Storage, handling and transport of mineral products	0.03	0.04	0.00	0.06	99.6	
1A2a	Stationary combustion in manufacturing industries and	0.02	0.00	0.00	0.06	99.7	
1A2gvi	Mobile Combustion in manufacturing industries and con	0.16	0.12	0.00	0.05	99.7	
1A4bii	Residential: Household and gardening (mobile)	0.02	0.00	0.00	0.05	99.8	
5C1biii	Clinical waste incineration	0.01	0.00	0.00	0.04	99.8	
2D3b	Road paving with asphalt	0.08	0.06	0.00	0.03	99.8	
3B1b	Manure management - Non-dairy cattle	0.04	0.02	0.00	0.03	99.9	
2C1	Iron and steel production	0.05	0.04	0.00	0.02	99.9	
3B2	Manure management - Sheep	0.01	0.00	0.00	0.02	99.9	
3B4f	Manure management - Mules and asses	0.01	0.00	0.00	0.02	99.9	
2A5a	Quarrying and mining of minerals other than coal	0.36	0.25	0.00	0.02	100.0	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.00	0.00	0.00	0.01	100.0	
3B4d	Manure management - Goats	0.00	0.00	0.00	0.01	100.0	
2D3c	Asphalt roofing	0.00	0.00	0.00	0.01	100.0	
5C1bv	Cremation	0.00	0.00	0.00	0.00	100.0	
2D3i	Other solvent use (please specify in the IIR)	0.12	0.08	0.00	0.00	100.0	
3B4e	Manure management - Horses	0.00	0.00	0.00	0.00	100.0	
3B3	Manure management - Swine	0.01	0.01	0.00	0.00	100.0	

PM10 **Level Assessment**

NFR	Sectors	% total 2023	Cumulative total	Key category
1A4bi	Residential: Stationary	32.76	32.8	x
2H1	Pulp and paper industry	14.09	46.8	x
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	6.79	53.6	x
2A5b	Construction and demolition	3.90	57.5	x
2A5a	Quarrying and mining of minerals other than coal	3.45	61.0	x
2A2	Lime production	3.34	64.3	x
1A3bvi	Road transport: Automobile tyre and brake wear	3.09	67.4	x
1A1a	Public electricity and heat production	2.43	69.8	x
1A3ai(i)	International aviation LTO (civil)	2.42	72.3	x
5C2	Open burning of waste	2.28	74.5	x
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	2.15	76.7	x
2B10a	Chemical industry: Other (please specify in the IIR)	1.90	78.6	x
3B4giii	Manure mangement - Turkeys	1.69	80.3	x
1A3bii	Road transport: Light duty vehicles	1.61	81.9	
1A3bi	Road transport: Passenger cars	1.59	83.5	
1A3bvii	Road transport: Automobile road abrasion	1.28	84.8	
5E	Other waste (please specify in IIR)	1.26	86.0	
3B4gii	Manure mangement - Broilers	1.10	87.1	
3B4gi	Manure mangement - Laying hens	1.08	88.2	
3F	Field burning of agricultural residues	1.01	89.2	
2G	Other product use (please specify in the IIR)	0.89	90.1	
1A3aii(i)	Domestic aviation LTO (civil)	0.88	91.0	
3B4giv	Manure management - Other poultry	0.81	91.8	
1A3dii	National navigation (shipping)	0.80	92.6	
2A3	Glass production	0.77	93.4	
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	0.74	94.1	
3Dc	Farm-level agricultural operations including storage, handling and transport of agricultural products	0.74	94.8	
2D3b	Road paving with asphalt	0.72	95.6	
2A5c	Storage, handling and transport of mineral products	0.65	96.2	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and other machinery	0.51	96.7	
1B2aiv	Fugitive emissions oil: Refining / storage	0.51	97.2	
1A3biii	Road transport: Heavy duty vehicles and buses	0.37	97.6	
3B3	Manure management - Swine	0.37	98.0	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.36	98.3	
1A5b	Other, Mobile (including military, land based and recreational boats)	0.27	98.6	
2D3i	Other solvent use (please specify in the IIR)	0.22	98.8	
1A2gvii	Mobile Combustion in manufacturing industries and construction: (please specify in the IIR)	0.21	99.0	
1A4ai	Commercial/institutional: Stationary	0.16	99.2	
3B1a	Manure management - Dairy cattle	0.15	99.3	
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	0.12	99.5	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.10	99.6	
2C1	Iron and steel production	0.09	99.6	
1A3biv	Road transport: Mopeds & motorcycles	0.08	99.7	
3B1b	Manure management - Non-dairy cattle	0.06	99.8	
2H2	Food and beverages industry	0.05	99.8	
1A1b	Petroleum refining	0.04	99.9	
1A2c	Stationary combustion in manufacturing industries and construction: Chemicals	0.04	99.9	
3B2	Manure management - Sheep	0.02	99.9	
1A3c	Railways	0.02	99.9	
2D3c	Asphalt roofing	0.02	100.0	
3B4h	Manure management - Other animals (please specify in IIR)	0.01	100.0	
2C7d	Storage, handling and transport of metal products (please specify in the IIR)	0.01	100.0	
3B4d	Manure management - Goats	0.00	100.0	
3B4e	Manure management - Horses	0.00	100.0	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.00	100.0	
1A2a	Stationary combustion in manufacturing industries and construction: Iron and steel	0.00	100.0	
5C1bv	Cremation	0.00	100.0	

PM10 **Trend Assessment (1990-2023)**

NFR	Sectors	1990	Last year	Trend assess.	% cont. to trend	Cumulative total	Key category
1A4bi	Residential: Stationary	38.49	18.82	0.11	27.55	27.5	x
2H1	Pulp and paper industry	3.97	8.09	0.07	16.93	44.5	x
1A2f	Stationary combustion in manufacturing industries and	2.77	3.90	0.02	6.20	50.7	x
1A1a	Public electricity and heat production	4.00	1.40	0.02	4.66	55.3	x
2A2	Lime production	0.95	1.92	0.02	3.98	59.3	x
1A3biii	Road transport: Heavy duty vehicles and buses	1.90	0.22	0.01	3.66	63.0	x
1A3ai(i)	International aviation LTO (civil)	0.39	1.39	0.01	3.58	66.5	x
1A3bvi	Road transport: Automobile tyre and brake wear	1.01	1.78	0.01	3.40	69.9	x
2A5b	Construction and demolition	4.61	2.24	0.01	3.36	73.3	x
3Dc	Farm-level agricultural operations including storage, har	1.64	0.42	0.01	2.38	75.7	x
1A3bii	Road transport: Light duty vehicles	2.21	0.92	0.01	2.10	77.8	x
3B4giii	Manure mangement - Turkeys	0.60	0.97	0.01	1.76	79.5	x
1A3bvii	Road transport: Automobile road abrasion	0.35	0.73	0.01	1.56	81.1	x
1A3bi	Road transport: Passenger cars	0.63	0.91	0.01	1.51	82.6	
2G	Other product use (please specify in the IIR)	0.12	0.51	0.01	1.37	84.0	
1A3biv	Road transport: Mopeds & motorcycles	0.61	0.04	0.00	1.26	85.2	
3B4gii	Manure mangement - Broilers	0.37	0.63	0.00	1.19	86.4	
1A2d	Stationary combustion in manufacturing industries and	1.26	1.24	0.00	1.10	87.5	
1A3aii(i)	Domestic aviation LTO (civil)	0.23	0.51	0.00	1.10	88.6	
2A3	Glass production	0.14	0.44	0.00	1.09	89.7	
3B4gi	Manure mangement - Laying hens	0.44	0.62	0.00	0.99	90.7	
3B4giv	Manure management - Other poultry	0.22	0.46	0.00	0.99	91.7	
1A2gviii	Stationary combustion in manufacturing industries and	1.00	0.42	0.00	0.92	92.6	
1A2e	Stationary combustion in manufacturing industries and	0.50	0.07	0.00	0.91	93.5	
1A2c	Stationary combustion in manufacturing industries and	0.41	0.02	0.00	0.88	94.4	
2B10a	Chemical industry: Other (please specify in the IIR)	1.26	1.09	0.00	0.62	95.0	
5E	Other waste (please specify in IIR)	1.27	0.73	0.00	0.56	95.6	
1A3dii	National navigation (shipping)	0.41	0.46	0.00	0.54	96.1	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and other	0.19	0.29	0.00	0.51	96.6	
5C2	Open burning of waste	1.63	1.31	0.00	0.47	97.1	
2A5c	Storage, handling and transport of mineral products	0.32	0.37	0.00	0.46	97.6	
1A1b	Petroleum refining	0.21	0.02	0.00	0.39	97.9	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.12	0.21	0.00	0.39	98.3	
2A5a	Quarrying and mining of minerals other than coal	2.89	1.98	0.00	0.25	98.6	
1A4ai	Commercial/institutional: Stationary	0.02	0.09	0.00	0.24	98.8	
1A5b	Other, Mobile (including military, land based and recrea	0.30	0.15	0.00	0.20	99.0	
1A3c	Railways	0.08	0.01	0.00	0.15	99.2	
3B1a	Manure management - Dairy cattle	0.17	0.09	0.00	0.12	99.3	
2D3b	Road paving with asphalt	0.53	0.41	0.00	0.12	99.4	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.13	0.06	0.00	0.12	99.5	
3F	Field burning of agricultural residues	0.79	0.58	0.00	0.06	99.6	
3B2	Manure management - Sheep	0.04	0.01	0.00	0.05	99.6	
2H2	Food and beverages industry	0.02	0.03	0.00	0.05	99.7	
1A2a	Stationary combustion in manufacturing industries and	0.02	0.00	0.00	0.05	99.7	
5C1biii	Clinical waste incineration	0.02	0.00	0.00	0.04	99.8	
3B1b	Manure management - Non-dairy cattle	0.06	0.03	0.00	0.04	99.8	
1A4bii	Residential: Household and gardening (mobile)	0.02	0.00	0.00	0.04	99.8	
1A2gvii	Mobile Combustion in manufacturing industries and con	0.16	0.12	0.00	0.03	99.9	
3B4f	Manure management - Mules and asses	0.01	0.00	0.00	0.03	99.9	
3B3	Manure management - Swine	0.29	0.21	0.00	0.02	99.9	
2D3c	Asphalt roofing	0.00	0.01	0.00	0.02	99.9	
3B4d	Manure management - Goats	0.01	0.00	0.00	0.01	100.0	
2C7d	Storage, handling and transport of metal products (plea	0.00	0.00	0.00	0.01	100.0	
2D3i	Other solvent use (please specify in the IIR)	0.18	0.13	0.00	0.01	100.0	
3B4h	Manure management - Other animals (please specify in	0.01	0.00	0.00	0.01	100.0	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.00	0.00	0.00	0.01	100.0	
3B4e	Manure management - Horses	0.00	0.00	0.00	0.00	100.0	
5C1bv	Cremation	0.00	0.00	0.00	0.00	100.0	

TSP **Level Assessment**

NFR	Sectors	%total 2023	Cumulative total	Key category
1A4bi	Residential: Stationary	21.12	21.1	x
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	14.38	35.5	x
2H1	Pulp and paper industry	9.78	45.3	x
2A5b	Construction and demolition	7.96	53.2	x
2A2	Lime production	5.27	58.5	x
2A5a	Quarrying and mining of minerals other than coal	5.09	63.6	x
2I	Wood processing	3.36	67.0	x
3B4gi	Manure mangement - Laying hens	3.15	70.1	x
2D3b	Road paving with asphalt	2.52	72.6	x
1A3bvi	Road transport: Automobile tyre and brake wear	2.41	75.0	x
1A1a	Public electricity and heat production	1.72	76.8	x
2D3g	Chemical products	1.70	78.5	x
1A3bvii	Road transport: Automobile road abrasion	1.57	80.0	x
2B10a	Chemical industry: Other (please specify in the IIR)	1.55	81.6	x
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	1.50	83.1	
3B3	Manure management - Swine	1.49	84.6	
1A3ai(i)	International aviation LTO (civil)	1.49	86.1	
5C2	Open burning of waste	1.42	87.5	
3B4gii	Manure mangement - Broilers	1.36	88.8	
3B4giii	Manure mangement - Turkeys	1.04	89.9	
1A3bii	Road transport: Light duty vehicles	0.99	90.9	
1A3bi	Road transport: Passenger cars	0.98	91.8	
2A5c	Storage, handling and transport of mineral products	0.79	92.6	
5E	Other waste (please specify in IIR)	0.78	93.4	
3F	Field burning of agricultural residues	0.62	94.0	
2G	Other product use (please specify in the IIR)	0.54	94.6	
1A3aii(i)	Domestic aviation LTO (civil)	0.54	95.1	
2A3	Glass production	0.53	95.6	
3B4giv	Manure management - Other poultry	0.50	96.1	
1A3dii	National navigation (shipping)	0.49	96.6	
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	0.48	97.1	
3Dc	Farm-level agricultural operations including storage, handling and transport of agricultural products	0.45	97.6	
1B2aiv	Fugitive emissions oil: Refining / storage	0.40	98.0	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and other machinery	0.31	98.3	
1A3biii	Road transport: Heavy duty vehicles and buses	0.23	98.5	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.22	98.7	
3B1a	Manure management - Dairy cattle	0.20	98.9	
2D3i	Other solvent use (please specify in the IIR)	0.17	99.1	
1A5b	Other, Mobile (including military, land based and recreational boats)	0.17	99.3	
1A2gvii	Mobile Combustion in manufacturing industries and construction: (please specify in the IIR)	0.13	99.4	
1A4ai	Commercial/institutional: Stationary	0.10	99.5	
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	0.08	99.6	
3B1b	Manure management - Non-dairy cattle	0.08	99.7	
2C1	Iron and steel production	0.07	99.7	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.06	99.8	
1A3biv	Road transport: Mopeds & motorcycles	0.05	99.8	
2D3c	Asphalt roofing	0.04	99.9	
3B2	Manure management - Sheep	0.03	99.9	
1A1b	Petroleum refining	0.03	99.9	
1A2c	Stationary combustion in manufacturing industries and construction: Chemicals	0.03	99.9	
1A3c	Railways	0.01	100.0	
3B4h	Manure management - Other animals (please specify in IIR)	0.01	100.0	
2C7d	Storage, handling and transport of metal products (please specify in the IIR)	0.01	100.0	
3B4d	Manure management - Goats	0.01	100.0	
3B4e	Manure management - Horses	0.01	100.0	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.00	100.0	
5A	Biological treatment of waste - Solid waste disposal on land	0.00	100.0	

TSP **Trend Assessment (1990-2023)**

NFR	Sectors	1990	Last year	Trend assess.	% cont. to trend	Cumulative total	Key category
1A4bi	Residential: Stationary	40.41	19.76	0.10	22.18	22.2	x
1A2f	Stationary combustion in manufacturing industries and	9.13	13.45	0.05	12.20	34.4	x
2H1	Pulp and paper industry	4.48	9.15	0.05	10.86	45.2	x
2A5b	Construction and demolition	15.37	7.44	0.04	8.58	53.8	x
2A2	Lime production	2.45	4.93	0.03	5.80	59.6	x
1A1a	Public electricity and heat production	5.76	1.61	0.02	5.47	65.1	x
2A5a	Quarrying and mining of minerals other than coal	8.38	4.76	0.01	3.32	68.4	x
2I	Wood processing	1.91	3.15	0.01	3.19	71.6	x
3B4gi	Manure mangement - Laying hens	2.08	2.95	0.01	2.55	74.1	x
1A3bvi	Road transport: Automobile tyre and brake wear	1.27	2.26	0.01	2.44	76.6	x
1A3biii	Road transport: Heavy duty vehicles and buses	1.90	0.22	0.01	2.41	79.0	x
1A3ai(i)	International aviation LTO (civil)	0.39	1.39	0.01	2.09	81.1	x
1A3bvii	Road transport: Automobile road abrasion	0.70	1.47	0.01	1.77	82.9	
3Dc	Farm-level agricultural operations including storage, har	1.64	0.42	0.01	1.62	84.5	
1A3bii	Road transport: Light duty vehicles	2.21	0.92	0.01	1.52	86.0	
2D3g	Chemical products	1.06	1.59	0.01	1.47	87.5	
3B4gii	Manure mangement - Broilers	0.74	1.27	0.01	1.33	88.8	
3B4giii	Manure mangement - Turkeys	0.60	0.97	0.00	0.98	89.8	
1A3biv	Road transport: Mopeds & motorcycles	0.61	0.04	0.00	0.82	90.6	
1A3bi	Road transport: Passenger cars	0.63	0.91	0.00	0.82	91.4	
2G	Other product use (please specify in the IIR)	0.12	0.51	0.00	0.80	92.2	
2A3	Glass production	0.16	0.49	0.00	0.71	92.9	
1A2gviii	Stationary combustion in manufacturing industries and	1.03	0.45	0.00	0.66	93.6	
1A2c	Stationary combustion in manufacturing industries and	0.47	0.02	0.00	0.65	94.2	
1A3aii(i)	Domestic aviation LTO (civil)	0.23	0.51	0.00	0.63	94.9	
1A2e	Stationary combustion in manufacturing industries and	0.51	0.08	0.00	0.62	95.5	
3B4giv	Manure management - Other poultry	0.22	0.46	0.00	0.56	96.1	
5E	Other waste (please specify in IIR)	1.27	0.73	0.00	0.49	96.5	
2A5c	Storage, handling and transport of mineral products	0.64	0.74	0.00	0.47	97.0	
1A2d	Stationary combustion in manufacturing industries and	1.53	1.40	0.00	0.41	97.4	
1A1b	Petroleum refining	0.27	0.03	0.00	0.35	97.8	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and othe	0.19	0.29	0.00	0.28	98.1	
1A3dii	National navigation (shipping)	0.41	0.46	0.00	0.27	98.3	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.12	0.21	0.00	0.22	98.5	
3B1a	Manure management - Dairy cattle	0.38	0.19	0.00	0.21	98.7	
1A5b	Other, Mobile (including military, land based and recrea	0.30	0.15	0.00	0.15	98.9	
1A4ai	Commercial/institutional: Stationary	0.02	0.09	0.00	0.14	99.0	
3B3	Manure management - Swine	1.87	1.39	0.00	0.12	99.2	
1A3c	Railways	0.09	0.01	0.00	0.10	99.3	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.13	0.06	0.00	0.08	99.3	
5C2	Open burning of waste	1.66	1.33	0.00	0.08	99.4	
3B2	Manure management - Sheep	0.09	0.03	0.00	0.08	99.5	
3B1b	Manure management - Non-dairy cattle	0.14	0.07	0.00	0.07	99.6	
3F	Field burning of agricultural residues	0.79	0.58	0.00	0.06	99.6	
2D3c	Asphalt roofing	0.02	0.04	0.00	0.05	99.7	
2C1	Iron and steel production	0.11	0.06	0.00	0.05	99.7	
5C1biii	Clinical waste incineration	0.03	0.00	0.00	0.04	99.8	
2D3b	Road paving with asphalt	3.01	2.35	0.00	0.04	99.8	
3B4f	Manure management - Mules and asses	0.02	0.00	0.00	0.04	99.8	
2D3i	Other solvent use (please specify in the IIR)	0.22	0.16	0.00	0.03	99.9	
1A2a	Stationary combustion in manufacturing industries and	0.02	0.00	0.00	0.03	99.9	
1A4bii	Residential: Household and gardening (mobile)	0.02	0.00	0.00	0.02	99.9	
3B4d	Manure management - Goats	0.02	0.01	0.00	0.02	100.0	
2B10a	Chemical industry: Other (please specify in the IIR)	1.86	1.45	0.00	0.01	100.0	
2C7d	Storage, handling and transport of metal products (plea	0.00	0.01	0.00	0.01	100.0	
3B4h	Manure management - Other animals (please specify in	0.02	0.01	0.00	0.01	100.0	
3B4e	Manure management - Horses	0.01	0.00	0.00	0.00	100.0	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.00	0.00	0.00	0.00	100.0	
1A2gvii	Mobile Combustion in manufacturing industries and con	0.16	0.12	0.00	0.00	100.0	

BC **Level Assessment**

NFR	Sectors	% total 2023	Cumulative total	Key category
1A4bi	Residential: Stationary	33.73	33.7	x
1A3ai(i)	International aviation LTO (civil)	12.54	46.3	x
1A3bi	Road transport: Passenger cars	11.97	58.2	x
1A3bii	Road transport: Light duty vehicles	11.13	69.4	x
1A3aii(i)	Domestic aviation LTO (civil)	4.57	73.9	x
1A3bvi	Road transport: Automobile tyre and brake wear	3.82	77.8	x
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	3.78	81.5	x
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and other machinery	3.20	84.7	
1A3biii	Road transport: Heavy duty vehicles and buses	2.63	87.4	
5C2	Open burning of waste	2.16	89.5	
1A4ci	Agriculture/Forestry/Fishing: Stationary	1.92	91.4	
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	1.44	92.9	
1A2gvii	Mobile Combustion in manufacturing industries and construction: (please specify in the IIR)	1.40	94.3	
1A3dii	National navigation (shipping)	1.18	95.5	
1A1a	Public electricity and heat production	0.99	96.5	
3F	Field burning of agricultural residues	0.98	97.4	
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	0.94	98.4	
1A4ai	Commercial/institutional: Stationary	0.33	98.7	
2B10a	Chemical industry: Other (please specify in the IIR)	0.32	99.0	
1A3bvii	Road transport: Automobile road abrasion	0.29	99.3	
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	0.24	99.6	
1A3biv	Road transport: Mopeds & motorcycles	0.13	99.7	
2D3b	Road paving with asphalt	0.07	99.8	
1A1b	Petroleum refining	0.05	99.8	
1A2c	Stationary combustion in manufacturing industries and construction: Chemicals	0.05	99.9	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.05	99.9	
2G	Other product use (please specify in the IIR)	0.04	100.0	
2A2	Lime production	0.03	100.0	
1B2aiv	Fugitive emissions oil: Refining / storage	0.00	100.0	
2C1	Iron and steel production	0.00	100.0	

BC **Trend Assessment (1990-2023)**

NFR	Sectors	1990	Last year	Trend assess.	% cont. to trend	Cumulative total	Key category
1A4bi	Residential: Stationary	3.76	1.80	0.09	22.93	22.9	x
1A3ai(i)	International aviation LTO (civil)	0.19	0.67	0.07	17.06	40.0	x
1A3biii	Road transport: Heavy duty vehicles and buses	0.95	0.14	0.06	15.72	55.7	x
1A3bi	Road transport: Passenger cars	0.28	0.64	0.06	14.04	69.8	x
1A3aii(i)	Domestic aviation LTO (civil)	0.11	0.24	0.02	5.30	75.1	x
1A3bii	Road transport: Light duty vehicles	1.09	0.59	0.02	4.48	79.5	x
1A3bvi	Road transport: Automobile tyre and brake wear	0.11	0.20	0.02	4.06	83.6	x
1A2f	Stationary combustion in manufacturing industries and	0.12	0.20	0.01	3.74	87.3	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and othe	0.11	0.17	0.01	3.02	90.4	
1A3biv	Road transport: Mopeds & motorcycles	0.09	0.01	0.01	1.70	92.1	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.07	0.10	0.01	1.70	93.8	
1A1a	Public electricity and heat production	0.12	0.05	0.00	0.97	94.7	
1A3dii	National navigation (shipping)	0.06	0.06	0.00	0.78	95.5	
1A2d	Stationary combustion in manufacturing industries and	0.04	0.05	0.00	0.75	96.3	
5C2	Open burning of waste	0.14	0.11	0.00	0.58	96.8	
1A4ai	Commercial/institutional: Stationary	0.00	0.02	0.00	0.56	97.4	
1A2e	Stationary combustion in manufacturing industries and	0.04	0.01	0.00	0.41	97.8	
1A2gviii	Stationary combustion in manufacturing industries and	0.10	0.08	0.00	0.38	98.2	
1A3bvii	Road transport: Automobile road abrasion	0.01	0.02	0.00	0.33	98.5	
1A2gvii	Mobile Combustion in manufacturing industries and con	0.10	0.07	0.00	0.29	98.8	
1A2c	Stationary combustion in manufacturing industries and	0.02	0.00	0.00	0.28	99.1	
1A2a	Stationary combustion in manufacturing industries and	0.01	0.00	0.00	0.26	99.4	
2B10a	Chemical industry: Other (please specify in the IIR)	0.02	0.02	0.00	0.21	99.6	
3F	Field burning of agricultural residues	0.07	0.05	0.00	0.15	99.7	
1A1b	Petroleum refining	0.01	0.00	0.00	0.10	99.8	
2G	Other product use (please specify in the IIR)	0.00	0.00	0.00	0.06	99.9	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.01	0.00	0.00	0.04	99.9	
2A2	Lime production	0.00	0.00	0.00	0.04	100.0	
1A4bii	Residential: Household and gardening (mobile)	0.00	0.00	0.00	0.02	100.0	
2D3b	Road paving with asphalt	0.00	0.00	0.00	0.02	100.0	
5C1biii	Clinical waste incineration	0.00	0.00	0.00	0.01	100.0	

CO **Level Assessment**

NFR	Sectors	% total 2023	Cumulative total	Key category
1A4bi	Residential: Stationary	41.29	41.3	x
1A3bi	Road transport: Passenger cars	15.04	56.3	x
5C2	Open burning of waste	10.01	66.3	x
1B2aiv	Fugitive emissions oil: Refining / storage	8.46	74.8	x
1A3biv	Road transport: Mopeds & motorcycles	4.43	79.2	x
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	2.75	82.0	x
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	2.60	84.6	
3F	Field burning of agricultural residues	2.34	86.9	
1A3bii	Road transport: Light duty vehicles	1.89	88.8	
1A3ai(i)	International aviation LTO (civil)	1.73	90.5	
1A3biii	Road transport: Heavy duty vehicles and buses	1.43	91.9	
2C1	Iron and steel production	1.41	93.4	
1A1a	Public electricity and heat production	1.33	94.7	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and other machinery	0.86	95.5	
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	0.67	96.2	
1A3aii(i)	Domestic aviation LTO (civil)	0.63	96.9	
2B10a	Chemical industry: Other (please specify in the IIR)	0.56	97.4	
2G	Other product use (please specify in the IIR)	0.43	97.8	
1A4ai	Commercial/institutional: Stationary	0.38	98.2	
1A3dii	National navigation (shipping)	0.28	98.5	
1A2gvii	Mobile Combustion in manufacturing industries and construction: (please specify in the IIR)	0.25	98.8	
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	0.25	99.0	
1A1b	Petroleum refining	0.23	99.2	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.20	99.4	
1A2c	Stationary combustion in manufacturing industries and construction: Chemicals	0.13	99.6	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.13	99.7	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.10	99.8	
1A4aii	Commercial/institutional: Mobile	0.07	99.9	
5B1	Biological treatment of waste - Composting	0.05	99.9	
1A3c	Railways	0.04	99.9	
1A5b	Other, Mobile (including military, land based and recreational boats)	0.03	100.0	
1A2a	Stationary combustion in manufacturing industries and construction: Iron and steel	0.02	100.0	
1A4bii	Residential: Household and gardening (mobile)	0.00	100.0	
5C1biii	Clinical waste incineration	0.00	100.0	

CO **Trend Assessment (1990-2023)**

NFR	Sectors	1990	Last year	Trend assess.	% cont. to trend	Cumulative total	Key category
1A3bi	Road transport: Passenger cars	392.60	36.93	0.11	44.23	44.2	x
1A4bi	Residential: Stationary	213.27	101.44	0.04	17.28	61.5	x
1B2aiv	Fugitive emissions oil: Refining / storage	0.14	20.77	0.03	10.52	72.0	x
5C2	Open burning of waste	30.68	24.59	0.02	7.56	79.6	x
1A3biv	Road transport: Mopeds & motorcycles	60.14	10.88	0.01	4.13	83.7	x
1A2d	Stationary combustion in manufacturing industries and	5.62	6.75	0.01	2.53	86.3	
3F	Field burning of agricultural residues	7.96	5.74	0.00	1.64	87.9	
1A3ai(i)	International aviation LTO (civil)	3.30	4.24	0.00	1.62	89.5	
2C1	Iron and steel production	1.87	3.47	0.00	1.46	91.0	
1A2f	Stationary combustion in manufacturing industries and	11.51	6.38	0.00	1.39	92.4	
1A1a	Public electricity and heat production	2.08	3.28	0.00	1.33	93.7	
1A2a	Stationary combustion in manufacturing industries and	6.28	0.05	0.00	0.98	94.7	
2B10a	Chemical industry: Other (please specify in the IIR)	0.55	1.38	0.00	0.61	95.3	
1A3aii(i)	Domestic aviation LTO (civil)	1.52	1.56	0.00	0.55	95.8	
1A2gviii	Stationary combustion in manufacturing industries and	1.90	1.65	0.00	0.54	96.4	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and othe	3.36	2.10	0.00	0.53	96.9	
2G	Other product use (please specify in the IIR)	0.24	1.04	0.00	0.49	97.4	
1A4bii	Residential: Household and gardening (mobile)	2.70	0.01	0.00	0.43	97.8	
1A4ai	Commercial/institutional: Stationary	0.37	0.93	0.00	0.41	98.2	
1A3bii	Road transport: Light duty vehicles	12.71	4.63	0.00	0.31	98.5	
1A3dii	National navigation (shipping)	0.62	0.70	0.00	0.25	98.8	
1A1b	Petroleum refining	0.25	0.56	0.00	0.25	99.0	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.26	0.48	0.00	0.20	99.2	
1A2gvii	Mobile Combustion in manufacturing industries and cor	0.80	0.61	0.00	0.18	99.4	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.12	0.32	0.00	0.14	99.6	
1A4aii	Commercial/institutional: Mobile	1.31	0.16	0.00	0.13	99.7	
1A2e	Stationary combustion in manufacturing industries and	1.48	0.61	0.00	0.07	99.8	
5B1	Biological treatment of waste - Composting	0.02	0.12	0.00	0.06	99.8	
1A3c	Railways	0.60	0.09	0.00	0.05	99.9	
1A3biii	Road transport: Heavy duty vehicles and buses	11.38	3.52	0.00	0.04	99.9	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.54	0.24	0.00	0.03	100.0	
1A2c	Stationary combustion in manufacturing industries and	0.88	0.33	0.00	0.03	100.0	
1A5b	Other, Mobile (including military, land based and recrea	0.13	0.07	0.00	0.01	100.0	

Pb **Level Assessment**

NFR	Sectors	% total 2023	Cumulative total	Key category
1A3bi	Road transport: Passenger cars	23.051	23.1	x
1A3bvi	Road transport: Automobile tyre and brake wear	22.462	45.5	x
2A3	Glass production	17.846	63.4	x
2C1	Iron and steel production	17.078	80.4	x
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	4.953	85.4	
1A4bi	Residential: Stationary	2.917	88.3	
1A3ai(i)	International aviation LTO (civil)	2.558	90.9	
2G	Other product use (please specify in the IIR)	2.293	93.2	
1A3biv	Road transport: Mopeds & motorcycles	1.776	94.9	
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	1.247	96.2	
1A3aii(i)	Domestic aviation LTO (civil)	1.143	97.3	
1A1a	Public electricity and heat production	0.780	98.1	
1B2aiv	Fugitive emissions oil: Refining / storage	0.547	98.7	
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	0.368	99.0	
1A4ai	Commercial/institutional: Stationary	0.216	99.2	
2C5	Lead production	0.114	99.3	
5C1bi	Industrial waste incineration	0.093	99.4	
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	0.093	99.5	
1A1b	Petroleum refining	0.091	99.6	
5C2	Open burning of waste	0.081	99.7	
1A3bii	Road transport: Light duty vehicles	0.055	99.8	
1A3dii	National navigation (shipping)	0.050	99.8	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.048	99.9	
1A2c	Stationary combustion in manufacturing industries and construction: Chemicals	0.036	99.9	
5C1biii	Clinical waste incineration	0.024	99.9	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.023	99.9	
3F	Field burning of agricultural residues	0.021	100.0	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.013	100.0	
5E	Other waste (please specify in IIR)	0.007	100.0	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and other machinery	0.005	100.0	
1A4aii	Commercial/institutional: Mobile	0.004	100.0	
5C1bv	Cremation	0.002	100.0	
2C7a	Copper production	0.002	100.0	
1A3biii	Road transport: Heavy duty vehicles and buses	0.002	100.0	

Pb **Trend Assessment (1990-2023)**

NFR	Sectors	1990	Last year	Trend assess.	% cont. to trend	Cumulative total	Key category
1A3bi	Road transport: Passenger cars	494.839	7.158	0.03	44.09	44.1	x
1A3bvi	Road transport: Automobile tyre and brake wear	4.084	6.975	0.01	15.06	59.1	x
2A3	Glass production	1.702	5.541	0.01	12.15	71.3	x
2C1	Iron and steel production	3.614	5.303	0.01	11.39	82.7	x
1A3biv	Road transport: Mopeds & motorcycles	41.780	0.552	0.00	3.84	86.5	
1A2f	Stationary combustion in manufacturing industries and	1.776	1.538	0.00	3.21	89.7	
1A3bii	Road transport: Light duty vehicles	16.668	0.017	0.00	1.98	91.7	
1A4bi	Residential: Stationary	1.453	0.906	0.00	1.84	93.6	
1A3ai(i)	International aviation LTO (civil)	1.047	0.794	0.00	1.64	95.2	
2G	Other product use (please specify in the IIR)	0.087	0.712	0.00	1.58	96.8	
1A2d	Stationary combustion in manufacturing industries and	0.266	0.387	0.00	0.83	97.6	
1A3aii(i)	Domestic aviation LTO (civil)	0.468	0.355	0.00	0.73	98.3	
1A1a	Public electricity and heat production	1.024	0.242	0.00	0.42	98.8	
1B2aiv	Fugitive emissions oil: Refining / storage	NO	0.170	0.00	0.38	99.1	
1A2gviii	Stationary combustion in manufacturing industries and	0.281	0.114	0.00	0.22	99.4	
1A4ai	Commercial/institutional: Stationary	0.002	0.067	0.00	0.15	99.5	
2C5	Lead production	0.014	0.035	0.00	0.08	99.6	
5C1bi	Industrial waste incineration	0.030	0.029	0.00	0.06	99.7	
5C2	Open burning of waste	0.032	0.025	0.00	0.05	99.7	
1A1b	Petroleum refining	0.087	0.028	0.00	0.05	99.8	
1A2e	Stationary combustion in manufacturing industries and	0.180	0.029	0.00	0.04	99.8	
5C1biii	Clinical waste incineration	0.439	0.007	0.00	0.04	99.8	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and other	0.308	0.001	0.00	0.03	99.9	
1A3dii	National navigation (shipping)	0.014	0.016	0.00	0.03	99.9	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.003	0.015	0.00	0.03	99.9	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.016	0.007	0.00	0.01	100.0	
3F	Field burning of agricultural residues	0.010	0.007	0.00	0.01	100.0	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.001	0.004	0.00	0.01	100.0	
1A4bii	Residential: Household and gardening (mobile)	0.056	0.000	0.00	0.01	100.0	
1A2c	Stationary combustion in manufacturing industries and	0.158	0.011	0.00	0.01	100.0	
2C7a	Copper production	0.055	0.001	0.00	0.01	100.0	
5E	Other waste (please specify in IIR)	0.004	0.002	0.00	0.00	100.0	
1A4aii	Commercial/institutional: Mobile	0.000	0.001	0.00	0.00	100.0	
5C1bv	Cremation	0.000	0.001	0.00	0.00	100.0	

Cd **Level Assessment**

NFR	Sectors	%total 2023	Cumulative total	Key category
1A4bi	Residential: Stationary	23.971	24.0	x
2C1	Iron and steel production	22.425	46.4	x
2A3	Glass production	11.610	58.0	x
5C2	Open burning of waste	11.117	69.1	x
2G	Other product use (please specify in the IIR)	8.439	77.6	x
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	7.911	85.5	x
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	2.853	88.3	
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	1.964	90.3	
1B2aiv	Fugitive emissions oil: Refining / storage	1.840	92.1	
1A3bvi	Road transport: Automobile tyre and brake wear	1.669	93.8	
1A1a	Public electricity and heat production	1.533	95.3	
3F	Field burning of agricultural residues	0.870	96.2	
1A4ai	Commercial/institutional: Stationary	0.831	97.0	
1A1b	Petroleum refining	0.610	97.6	
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	0.602	98.2	
1A2c	Stationary combustion in manufacturing industries and construction: Chemicals	0.548	98.8	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.291	99.1	
5E	Other waste (please specify in IIR)	0.234	99.3	
1A3biv	Road transport: Mopeds & motorcycles	0.171	99.5	
5C1bi	Industrial waste incineration	0.122	99.6	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.118	99.7	
1A3dii	National navigation (shipping)	0.089	99.8	
2C5	Lead production	0.089	99.9	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.031	99.9	
5C1biii	Clinical waste incineration	0.022	100.0	
1A3bi	Road transport: Passenger cars	0.018	100.0	
5C1bv	Cremation	0.007	100.0	
1A3c	Railways	0.004	100.0	
2C7a	Copper production	0.004	100.0	
1A3bii	Road transport: Light duty vehicles	0.004	100.0	
1A3biii	Road transport: Heavy duty vehicles and buses	0.003	100.0	
1A3ai(i)	International aviation LTO (civil)	0.002	100.0	
1A3aii(i)	Domestic aviation LTO (civil)	0.001	100.0	

Cd **Trend Assessment (1990-2023)**

NFR	Sectors	1990	Last year	Trend assess.	%cont. to trend	Cumulative total	Key category
2C1	Iron and steel production	0.106	0.408	0.16	21.63	21.6	x
1A4bi	Residential: Stationary	0.699	0.436	0.13	17.23	38.9	x
1A1a	Public electricity and heat production	0.179	0.028	0.08	10.32	49.2	x
2A3	Glass production	0.068	0.211	0.08	10.26	59.4	x
1A2f	Stationary combustion in manufacturing industries and	0.188	0.052	0.07	9.24	68.7	x
2G	Other product use (please specify in the IIR)	0.054	0.153	0.05	7.17	75.8	x
1A2d	Stationary combustion in manufacturing industries and	0.064	0.144	0.04	5.82	81.7	x
5C2	Open burning of waste	0.252	0.202	0.02	3.03	84.7	
1A2c	Stationary combustion in manufacturing industries and	0.047	0.010	0.02	2.52	87.2	
1A2e	Stationary combustion in manufacturing industries and	0.047	0.011	0.02	2.44	89.7	
1B2aiv	Fugitive emissions oil: Refining / storage	NO	0.033	0.02	2.37	92.0	
5C1biii	Clinical waste incineration	0.033	0.000	0.02	2.24	94.3	
1A1b	Petroleum refining	0.026	0.011	0.01	1.03	95.3	
1A4ai	Commercial/institutional: Stationary	0.001	0.015	0.01	1.02	96.3	
1A3bvi	Road transport: Automobile tyre and brake wear	0.018	0.030	0.01	0.94	97.3	
3F	Field burning of agricultural residues	0.029	0.016	0.01	0.87	98.1	
1A2gviii	Stationary combustion in manufacturing industries and	0.031	0.036	0.00	0.41	98.5	
2C7a	Copper production	0.005	0.000	0.00	0.36	98.9	
1A3biv	Road transport: Mopeds & motorcycles	0.008	0.003	0.00	0.34	99.2	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.002	0.005	0.00	0.24	99.5	
5E	Other waste (please specify in IIR)	0.007	0.004	0.00	0.21	99.7	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.000	0.002	0.00	0.12	99.8	
2C5	Lead production	0.001	0.002	0.00	0.07	99.9	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.001	0.001	0.00	0.05	99.9	
1A3c	Railways	0.001	0.000	0.00	0.03	100.0	
1A3dii	National navigation (shipping)	0.001	0.002	0.00	0.01	100.0	
5C1bv	Cremation	0.000	0.000	0.00	0.01	100.0	
1A3bi	Road transport: Passenger cars	0.000	0.000	0.00	0.01	100.0	
1A3bii	Road transport: Light duty vehicles	0.000	0.000	0.00	0.00	100.0	
1A3ai(i)	International aviation LTO (civil)	0.000	0.000	0.00	0.00	100.0	

Hg **Level Assessment**

NFR	Sectors	% total 2023	Cumulative total	Key category
2K	Consumption of POPs and heavy metals (e.g. electrical and scientific equipment)	16.233	16.2	x
2C1	Iron and steel production	15.558	31.8	x
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	12.643	44.4	x
1B2d	Other fugitive emissions from energy production	12.337	56.8	x
1A1a	Public electricity and heat production	6.158	62.9	x
5C1bv	Cremation	5.876	68.8	x
1B2aiv	Fugitive emissions oil: Refining / storage	5.673	74.5	x
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	5.227	79.7	x
5C2	Open burning of waste	4.908	84.6	x
1A3bi	Road transport: Passenger cars	3.266	87.9	
1A4bi	Residential: Stationary	3.194	91.1	
1A3bii	Road transport: Light duty vehicles	1.038	92.1	
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	0.954	93.1	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.945	94.0	
5C1biii	Clinical waste incineration	0.905	94.9	
1A3biii	Road transport: Heavy duty vehicles and buses	0.805	95.7	
1A4ai	Commercial/institutional: Stationary	0.721	96.4	
5E	Other waste (please specify in IIR)	0.648	97.1	
3F	Field burning of agricultural residues	0.518	97.6	
1A1b	Petroleum refining	0.356	98.0	
1A2c	Stationary combustion in manufacturing industries and construction: Chemicals	0.343	98.3	
1A3dii	National navigation (shipping)	0.326	98.6	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.255	98.9	
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	0.234	99.1	
1A3ai(i)	International aviation LTO (civil)	0.190	99.3	
5C1bi	Industrial waste incineration	0.190	99.5	
1A2a	Stationary combustion in manufacturing industries and construction: Iron and steel	0.149	99.6	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.137	99.8	
1A3biv	Road transport: Mopeds & motorcycles	0.113	99.9	
1A3aii(i)	Domestic aviation LTO (civil)	0.069	100.0	
1A5b	Other, Mobile (including military, land based and recreational boats)	0.021	100.0	
2G	Other product use (please specify in the IIR)	0.008	100.0	
5A	Biological treatment of waste - Solid waste disposal on land	0.003	100.0	

Hg **Trend Assessment (1990-2023)**

NFR	Sectors	1990	Last year	Trend assess.	% cont. to trend	Cumulative total	Key category
5C1biii	Clinical waste incineration	0.647	0.006	0.28	43.47	43.5	x
2C1	Iron and steel production	0.038	0.102	0.07	10.40	53.9	x
1B2d	Other fugitive emissions from energy production	0.002	0.081	0.07	10.17	64.0	x
1A2d	Stationary combustion in manufacturing industries and	0.049	0.083	0.05	7.21	71.2	x
2K	Consumption of POPs and heavy metals (e.g. electrical	0.100	0.106	0.04	6.73	78.0	x
1A1a	Public electricity and heat production	0.153	0.040	0.03	5.34	83.3	x
5C1bv	Cremation	0.000	0.039	0.03	4.89	88.2	
1B2aiv	Fugitive emissions oil: Refining / storage	NO	0.037	0.03	4.73	92.9	
1A3bi	Road transport: Passenger cars	0.011	0.021	0.01	1.94	94.9	
5C2	Open burning of waste	0.040	0.032	0.01	1.35	96.2	
1A3bii	Road transport: Light duty vehicles	0.003	0.007	0.00	0.64	96.9	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.004	0.006	0.00	0.48	97.4	
1A2c	Stationary combustion in manufacturing industries and	0.011	0.002	0.00	0.48	97.8	
1A2f	Stationary combustion in manufacturing industries and	0.071	0.034	0.00	0.47	98.3	
1A4bi	Residential: Stationary	0.033	0.021	0.00	0.43	98.7	
1A3biii	Road transport: Heavy duty vehicles and buses	0.006	0.005	0.00	0.28	99.0	
1A3dii	National navigation (shipping)	0.002	0.002	0.00	0.14	99.2	
1A3ai(i)	International aviation LTO (civil)	0.000	0.001	0.00	0.13	99.3	
1A2gviii	Stationary combustion in manufacturing industries and	0.010	0.006	0.00	0.12	99.4	
1A2a	Stationary combustion in manufacturing industries and	0.000	0.001	0.00	0.09	99.5	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.000	0.001	0.00	0.09	99.6	
5C1bi	Industrial waste incineration	0.001	0.001	0.00	0.07	99.7	
1A1b	Petroleum refining	0.005	0.002	0.00	0.06	99.7	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.004	0.002	0.00	0.05	99.8	
1A4ai	Commercial/institutional: Stationary	0.008	0.005	0.00	0.04	99.8	
1A3aii(i)	Domestic aviation LTO (civil)	0.000	0.000	0.00	0.04	99.9	
3F	Field burning of agricultural residues	0.006	0.003	0.00	0.04	99.9	
1A3biv	Road transport: Mopeds & motorcycles	0.001	0.001	0.00	0.03	99.9	
5E	Other waste (please specify in IIR)	0.007	0.004	0.00	0.03	100.0	
1A2e	Stationary combustion in manufacturing industries and	0.003	0.002	0.00	0.03	100.0	
2G	Other product use (please specify in the IIR)	0.000	0.000	0.00	0.01	100.0	
1A5b	Other, Mobile (including military, land based and recrea	0.000	0.000	0.00	0.00	100.0	

As **Level Assessment**

NFR	Sectors	% total 2023	Cumulative total	Key category
2A3	Glass production	42.929	42.9	x
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	18.760	61.7	x
1A1a	Public electricity and heat production	9.702	71.4	x
1A3bvi	Road transport: Automobile tyre and brake wear	6.699	78.1	x
1A4ai	Commercial/institutional: Stationary	4.277	82.4	x
1A3dii	National navigation (shipping)	3.991	86.4	
1A4ci	Agriculture/Forestry/Fishing: Stationary	3.894	90.3	
2C1	Iron and steel production	2.573	92.8	
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	1.373	94.2	
2C5	Lead production	0.814	95.0	
1A4bi	Residential: Stationary	0.742	95.8	
3F	Field burning of agricultural residues	0.700	96.5	
1B2aiv	Fugitive emissions oil: Refining / storage	0.626	97.1	
1A1b	Petroleum refining	0.587	97.7	
5E	Other waste (please specify in IIR)	0.567	98.2	
1B2d	Other fugitive emissions from energy production	0.386	98.6	
1A2c	Stationary combustion in manufacturing industries and construction: Chemicals	0.283	98.9	
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	0.281	99.2	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.187	99.4	
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	0.179	99.5	
5C2	Open burning of waste	0.124	99.7	
2G	Other product use (please specify in the IIR)	0.102	99.8	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.071	99.8	
1A3bi	Road transport: Passenger cars	0.047	99.9	
5C1bi	Industrial waste incineration	0.030	99.9	
5C1bv	Cremation	0.030	100.0	
1A2a	Stationary combustion in manufacturing industries and construction: Iron and steel	0.015	100.0	
1A3bii	Road transport: Light duty vehicles	0.011	100.0	
1A3biii	Road transport: Heavy duty vehicles and buses	0.008	100.0	
2C7a	Copper production	0.005	100.0	
1A3ai(i)	International aviation LTO (civil)	0.004	100.0	
1A3biv	Road transport: Mopeds & motorcycles	0.002	100.0	
1A3aii(i)	Domestic aviation LTO (civil)	0.001	100.0	
1A5b	Other, Mobile (including military, land based and recreational boats)	0.000	100.0	
5C1biii	Clinical waste incineration	0.000	100.0	

As **Trend Assessment (1990-2023)**

NFR	Sectors	1990	Last year	Trend assess.	% cont. to trend	Cumulative total	Key category
1A1a	Public electricity and heat production	0.955	0.115	0.21	37.14	37.1	x
2A3	Glass production	0.158	0.510	0.20	36.13	73.3	x
2C1	Iron and steel production	0.147	0.031	0.03	4.62	77.9	x
1A3bvi	Road transport: Automobile tyre and brake wear	0.047	0.080	0.03	4.56	82.4	x
1A4ai	Commercial/institutional: Stationary	0.160	0.051	0.02	3.53	86.0	
1A2f	Stationary combustion in manufacturing industries and	0.324	0.223	0.02	3.23	89.2	
1A1b	Petroleum refining	0.056	0.007	0.01	2.18	91.4	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.040	0.046	0.01	1.99	93.4	
1A3dii	National navigation (shipping)	0.043	0.047	0.01	1.98	95.4	
1A2c	Stationary combustion in manufacturing industries and	0.031	0.003	0.01	1.23	96.6	
2C5	Lead production	0.004	0.010	0.00	0.64	97.2	
1B2aiv	Fugitive emissions oil: Refining / storage	NO	0.007	0.00	0.64	97.9	
1B2d	Other fugitive emissions from energy production	0.000	0.005	0.00	0.39	98.3	
1A2e	Stationary combustion in manufacturing industries and	0.013	0.003	0.00	0.33	98.6	
1A2d	Stationary combustion in manufacturing industries and	0.010	0.002	0.00	0.31	98.9	
2C7a	Copper production	0.005	0.000	0.00	0.22	99.1	
3F	Field burning of agricultural residues	0.011	0.008	0.00	0.19	99.3	
1A2gviii	Stationary combustion in manufacturing industries and	0.032	0.016	0.00	0.17	99.5	
1A4bi	Residential: Stationary	0.013	0.009	0.00	0.10	99.6	
2G	Other product use (please specify in the IIR)	0.000	0.001	0.00	0.10	99.7	
5C1biii	Clinical waste incineration	0.001	0.000	0.00	0.07	99.8	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.005	0.002	0.00	0.06	99.8	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.000	0.001	0.00	0.06	99.9	
5C2	Open burning of waste	0.002	0.001	0.00	0.04	99.9	
5C1bv	Cremation	0.000	0.000	0.00	0.03	99.9	
1A3bi	Road transport: Passenger cars	0.000	0.001	0.00	0.03	100.0	
5C1bi	Industrial waste incineration	0.000	0.000	0.00	0.01	100.0	
1A3bii	Road transport: Light duty vehicles	0.000	0.000	0.00	0.01	100.0	
5E	Other waste (please specify in IIR)	0.012	0.007	0.00	0.00	100.0	
1A3biii	Road transport: Heavy duty vehicles and buses	0.000	0.000	0.00	0.00	100.0	
1A3ai(i)	International aviation LTO (civil)	0.000	0.000	0.00	0.00	100.0	

Cr **Level Assessment**

NFR	Sectors	% total 2023	Cumulative total	Key category
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	31.363	31.4	x
1A3bvi	Road transport: Automobile tyre and brake wear	30.557	61.9	x
1A4bi	Residential: Stationary	9.050	71.0	x
2A3	Glass production	7.637	78.6	x
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	6.874	85.5	x
2G	Other product use (please specify in the IIR)	2.655	88.1	
2C1	Iron and steel production	2.392	90.5	
1B2aiv	Fugitive emissions oil: Refining / storage	2.056	92.6	
1A1a	Public electricity and heat production	1.358	93.9	
1A4ci	Agriculture/Forestry/Fishing: Stationary	1.316	95.3	
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	0.982	96.2	
1A4ai	Commercial/institutional: Stationary	0.594	96.8	
1A3dii	National navigation (shipping)	0.591	97.4	
1A1b	Petroleum refining	0.517	97.9	
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	0.343	98.3	
1A2c	Stationary combustion in manufacturing industries and construction: Chemicals	0.335	98.6	
1A3bi	Road transport: Passenger cars	0.304	98.9	
5C2	Open burning of waste	0.216	99.1	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.189	99.3	
1A3biv	Road transport: Mopeds & motorcycles	0.159	99.5	
1A3bii	Road transport: Light duty vehicles	0.128	99.6	
3F	Field burning of agricultural residues	0.117	99.7	
1A3biii	Road transport: Heavy duty vehicles and buses	0.099	99.8	
5E	Other waste (please specify in IIR)	0.076	99.9	
5C1bi	Industrial waste incineration	0.034	99.9	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.033	100.0	
1A3ai(i)	International aviation LTO (civil)	0.011	100.0	
1A3c	Railways	0.005	100.0	
5C1bv	Cremation	0.004	100.0	
1A3aii(i)	Domestic aviation LTO (civil)	0.004	100.0	
1A5b	Other, Mobile (including military, land based and recreational boats)	0.001	100.0	
5C1biii	Clinical waste incineration	0.001	100.0	
1A2a	Stationary combustion in manufacturing industries and construction: Iron and steel	0.000	100.0	

Cr **Trend Assessment (1990-2023)**

NFR	Sectors	1990	Last year	Trend assess.	% cont. to trend	Cumulative total	Key category
1A3bvi	Road transport: Automobile tyre and brake wear	1.528	2.605	0.13	26.05	26.0	x
2C1	Iron and steel production	0.822	0.204	0.06	11.97	38.0	x
2A3	Glass production	0.199	0.651	0.05	10.16	48.2	x
1A1a	Public electricity and heat production	0.608	0.116	0.05	9.63	57.8	x
1A4bi	Residential: Stationary	1.238	0.772	0.04	7.96	65.8	x
1A2d	Stationary combustion in manufacturing industries and	0.332	0.586	0.03	6.09	71.9	x
1A2gviii	Stationary combustion in manufacturing industries and	0.374	0.084	0.03	5.64	77.5	x
1A2e	Stationary combustion in manufacturing industries and	0.245	0.029	0.02	4.26	81.7	x
1A2c	Stationary combustion in manufacturing industries and	0.224	0.029	0.02	3.84	85.6	
1B2aiv	Fugitive emissions oil: Refining / storage	NO	0.175	0.02	3.80	89.4	
1A1b	Petroleum refining	0.233	0.044	0.02	3.69	93.1	
2G	Other product use (please specify in the IIR)	0.130	0.226	0.01	2.32	95.4	
1A2f	Stationary combustion in manufacturing industries and	2.972	2.674	0.01	1.30	96.7	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.071	0.112	0.01	1.02	97.7	
1A4ai	Commercial/institutional: Stationary	0.080	0.051	0.00	0.50	98.2	
1A3biv	Road transport: Mopeds & motorcycles	0.035	0.014	0.00	0.40	98.6	
1A3bi	Road transport: Passenger cars	0.009	0.026	0.00	0.38	99.0	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.006	0.016	0.00	0.23	99.2	
1A3dii	National navigation (shipping)	0.045	0.050	0.00	0.19	99.4	
1A3bii	Road transport: Light duty vehicles	0.005	0.011	0.00	0.14	99.6	
5C1biii	Clinical waste incineration	0.005	0.000	0.00	0.09	99.7	
5E	Other waste (please specify in IIR)	0.011	0.006	0.00	0.09	99.7	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.006	0.003	0.00	0.07	99.8	
5C2	Open burning of waste	0.023	0.018	0.00	0.06	99.9	
3F	Field burning of agricultural residues	0.013	0.010	0.00	0.05	99.9	
1A3c	Railways	0.003	0.000	0.00	0.05	100.0	
1A3ai(i)	International aviation LTO (civil)	0.000	0.001	0.00	0.01	100.0	
5C1bv	Cremation	0.000	0.000	0.00	0.01	100.0	
1A2a	Stationary combustion in manufacturing industries and	0.000	0.000	0.00	0.00	100.0	
1A3aii(i)	Domestic aviation LTO (civil)	0.000	0.000	0.00	0.00	100.0	
5C1bi	Industrial waste incineration	0.003	0.003	0.00	0.00	100.0	

Cu **Level Assessment**

NFR	Sectors	% total 2023	Cumulative total	Key category
1A3bvi	Road transport: Automobile tyre and brake wear	80.188	80.2	x
2G	Other product use (please specify in the IIR)	12.759	92.9	
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	1.605	94.6	
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	1.447	96.0	
1A4ai	Commercial/institutional: Stationary	1.032	97.0	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.900	97.9	
1A3biv	Road transport: Mopeds & motorcycles	0.740	98.7	
1A1a	Public electricity and heat production	0.379	99.0	
1A4bi	Residential: Stationary	0.282	99.3	
1A3dii	National navigation (shipping)	0.151	99.5	
1B2aiv	Fugitive emissions oil: Refining / storage	0.104	99.6	
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	0.069	99.7	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.069	99.7	
2C1	Iron and steel production	0.057	99.8	
1A1b	Petroleum refining	0.050	99.8	
1A3bi	Road transport: Passenger cars	0.025	99.9	
5C2	Open burning of waste	0.024	99.9	
5E	Other waste (please specify in IIR)	0.021	99.9	
1A2c	Stationary combustion in manufacturing industries and construction: Chemicals	0.020	99.9	
1A3c	Railways	0.019	99.9	
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	0.012	100.0	
3F	Field burning of agricultural residues	0.012	100.0	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.011	100.0	
1A3bii	Road transport: Light duty vehicles	0.010	100.0	
1A3biii	Road transport: Heavy duty vehicles and buses	0.008	100.0	
5C1biii	Clinical waste incineration	0.001	100.0	
2C7a	Copper production	0.001	100.0	
1A2gvii	Mobile Combustion in manufacturing industries and construction: (please specify in the IIR)	0.001	100.0	
1A3ai(i)	International aviation LTO (civil)	0.001	100.0	
5C1bv	Cremation	0.000	100.0	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and other machinery	0.000	100.0	
1A3aii(i)	Domestic aviation LTO (civil)	0.000	100.0	

Cu **Trend Assessment (1990-2023)**

NFR	Sectors	1990	Last year	Trend assess.	% cont. to trend	Cumulative total	Key category
1A3bvi	Road transport: Automobile tyre and brake wear	33.577	57.218	0.16	41.61	41.6	x
1A4ai	Commercial/institutional: Stationary	2.402	0.736	0.06	15.49	57.1	x
1A2f	Stationary combustion in manufacturing industries and	2.057	1.033	0.04	11.06	68.2	x
1A3biv	Road transport: Mopeds & motorcycles	1.377	0.528	0.03	8.30	76.5	x
2G	Other product use (please specify in the IIR)	5.262	9.104	0.03	7.28	83.7	x
1A1a	Public electricity and heat production	1.067	0.270	0.03	7.19	90.9	
1A4bi	Residential: Stationary	0.323	0.201	0.01	1.52	92.5	
1A1b	Petroleum refining	0.187	0.036	0.01	1.33	93.8	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.574	0.642	0.00	1.14	94.9	
1A3c	Railways	0.095	0.014	0.00	0.70	95.6	
1A2d	Stationary combustion in manufacturing industries and	0.691	1.145	0.00	0.68	96.3	
1A2c	Stationary combustion in manufacturing industries and	0.092	0.014	0.00	0.67	97.0	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.111	0.049	0.00	0.64	97.6	
2C7a	Copper production	0.065	0.001	0.00	0.52	98.1	
1A2gviii	Stationary combustion in manufacturing industries and	0.089	0.050	0.00	0.45	98.6	
1B2aiv	Fugitive emissions oil: Refining / storage	NO	0.074	0.00	0.41	99.0	
1A2e	Stationary combustion in manufacturing industries and	0.051	0.009	0.00	0.36	99.4	
1A3dii	National navigation (shipping)	0.097	0.108	0.00	0.19	99.6	
5E	Other waste (please specify in IIR)	0.026	0.015	0.00	0.13	99.7	
5C2	Open burning of waste	0.021	0.017	0.00	0.08	99.8	
5C1biii	Clinical waste incineration	0.007	0.001	0.00	0.05	99.8	
3F	Field burning of agricultural residues	0.011	0.008	0.00	0.05	99.9	
1A3bi	Road transport: Passenger cars	0.006	0.018	0.00	0.05	99.9	
2C1	Iron and steel production	0.031	0.041	0.00	0.03	99.9	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.003	0.008	0.00	0.02	100.0	
1A3biii	Road transport: Heavy duty vehicles and buses	0.006	0.006	0.00	0.02	100.0	
1A3bii	Road transport: Light duty vehicles	0.003	0.007	0.00	0.01	100.0	
1A2gvii	Mobile Combustion in manufacturing industries and cor	0.001	0.001	0.00	0.01	100.0	
1A2a	Stationary combustion in manufacturing industries and	0.000	0.000	0.00	0.00	100.0	

Ni **Level Assessment**

NFR	Sectors	% total 2023	Cumulative total	Key category
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	19.675	19.7	x
1A1a	Public electricity and heat production	15.845	35.5	x
1A3dii	National navigation (shipping)	14.539	50.1	x
1A4ci	Agriculture/Forestry/Fishing: Stationary	10.177	60.2	x
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	9.598	69.8	x
2C1	Iron and steel production	9.393	79.2	x
1A4ai	Commercial/institutional: Stationary	4.815	84.0	x
2G	Other product use (please specify in the IIR)	2.833	86.9	
2A3	Glass production	2.779	89.7	
1A3bvi	Road transport: Automobile tyre and brake wear	2.625	92.3	
1B2aiv	Fugitive emissions oil: Refining / storage	2.132	94.4	
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	1.355	95.8	
1A1b	Petroleum refining	1.298	97.1	
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	1.006	98.1	
1A2c	Stationary combustion in manufacturing industries and construction: Chemicals	0.695	98.8	
1A4bi	Residential: Stationary	0.442	99.2	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.366	99.6	
1A3biv	Road transport: Mopeds & motorcycles	0.144	99.7	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.117	99.8	
5C2	Open burning of waste	0.079	99.9	
3F	Field burning of agricultural residues	0.029	99.9	
5C1bi	Industrial waste incineration	0.021	100.0	
1A3bi	Road transport: Passenger cars	0.020	100.0	
5C1biii	Clinical waste incineration	0.007	100.0	
1A3c	Railways	0.004	100.0	
5C1bv	Cremation	0.003	100.0	
1A3ai(i)	International aviation LTO (civil)	0.002	100.0	
1A3bii	Road transport: Light duty vehicles	0.002	100.0	
1A3biii	Road transport: Heavy duty vehicles and buses	0.001	100.0	
1A3aii(i)	Domestic aviation LTO (civil)	0.001	100.0	

Ni **Trend Assessment (1990-2023)**

NFR	Sectors	1990	Last year	Trend assess.	% cont. to trend	Cumulative total	Key category
1A1b	Petroleum refining	13.302	0.197	0.06	20.28	20.3	x
1A1a	Public electricity and heat production	21.201	2.408	0.06	19.69	40.0	x
1A2f	Stationary combustion in manufacturing industries and	4.660	2.990	0.03	10.51	50.5	x
1A3dii	National navigation (shipping)	1.983	2.210	0.03	10.13	60.6	x
2C1	Iron and steel production	0.361	1.428	0.02	8.03	68.6	x
1A4ci	Agriculture/Forestry/Fishing: Stationary	1.092	1.547	0.02	7.57	76.2	x
1A2gviii	Stationary combustion in manufacturing industries and	3.587	0.153	0.01	4.87	81.1	x
1A2d	Stationary combustion in manufacturing industries and	2.762	1.459	0.01	4.34	85.4	
1A2c	Stationary combustion in manufacturing industries and	2.356	0.106	0.01	3.17	88.6	
2A3	Glass production	0.192	0.422	0.01	2.24	90.8	
2G	Other product use (please specify in the IIR)	0.228	0.431	0.01	2.23	93.0	
1A3bvi	Road transport: Automobile tyre and brake wear	0.232	0.399	0.01	2.03	95.1	
1B2aiv	Fugitive emissions oil: Refining / storage	NO	0.324	0.01	1.95	97.0	
1A2e	Stationary combustion in manufacturing industries and	1.905	0.206	0.01	1.83	98.9	
1A4ai	Commercial/institutional: Stationary	2.402	0.732	0.00	0.54	99.4	
1A4bi	Residential: Stationary	0.108	0.067	0.00	0.23	99.6	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.127	0.056	0.00	0.13	99.8	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.007	0.018	0.00	0.10	99.9	
5C2	Open burning of waste	0.015	0.012	0.00	0.05	99.9	
1A3biv	Road transport: Mopeds & motorcycles	0.057	0.022	0.00	0.04	99.9	
3F	Field burning of agricultural residues	0.006	0.004	0.00	0.02	100.0	
5C1bi	Industrial waste incineration	0.003	0.003	0.00	0.01	100.0	
1A3bi	Road transport: Passenger cars	0.003	0.003	0.00	0.01	100.0	
1A3c	Railways	0.004	0.001	0.00	0.00	100.0	
5C1bv	Cremation	0.000	0.000	0.00	0.00	100.0	

Se **Level Assessment**

NFR	Sectors	% total 2023	Cumulative total	Key category
2A3	Glass production	79.772	79.8	x
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	11.509	91.3	x
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	2.092	93.4	
2G	Other product use (please specify in the IIR)	1.516	94.9	
1A3bvi	Road transport: Automobile tyre and brake wear	1.364	96.3	
1A1a	Public electricity and heat production	1.322	97.6	
1A4bi	Residential: Stationary	0.514	98.1	
1A3dii	National navigation (shipping)	0.511	98.6	
1B2aiv	Fugitive emissions oil: Refining / storage	0.225	98.8	
1A1b	Petroleum refining	0.208	99.0	
1A2c	Stationary combustion in manufacturing industries and construction: Chemicals	0.193	99.2	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.168	99.4	
5C2	Open burning of waste	0.139	99.5	
3F	Field burning of agricultural residues	0.139	99.7	
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	0.116	99.8	
1A3biv	Road transport: Mopeds & motorcycles	0.094	99.9	
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	0.042	99.9	
1A4ai	Commercial/institutional: Stationary	0.023	99.9	
5C1bv	Cremation	0.015	100.0	
1A3bi	Road transport: Passenger cars	0.013	100.0	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.010	100.0	
1A3bii	Road transport: Light duty vehicles	0.004	100.0	
1A2a	Stationary combustion in manufacturing industries and construction: Iron and steel	0.003	100.0	
1A3biii	Road transport: Heavy duty vehicles and buses	0.003	100.0	
1A3c	Railways	0.002	100.0	
1A3ai(i)	International aviation LTO (civil)	0.001	100.0	
1A3aii(i)	Domestic aviation LTO (civil)	0.000	100.0	

Se **Trend Assessment (1990-2023)**

NFR	Sectors	1990	Last year	Trend assess.	% cont. to trend	Cumulative total	Key category
2A3	Glass production	0.791	2.640	0.51	48.06	48.1	x
1A1a	Public electricity and heat production	2.208	0.044	0.48	45.45	93.5	x
1A2f	Stationary combustion in manufacturing industries and	0.579	0.381	0.03	2.86	96.4	
2G	Other product use (please specify in the IIR)	0.030	0.050	0.01	0.59	97.0	
1A2d	Stationary combustion in manufacturing industries and	0.053	0.069	0.01	0.59	97.6	
1A3bvi	Road transport: Automobile tyre and brake wear	0.025	0.045	0.01	0.57	98.1	
1A1b	Petroleum refining	0.034	0.007	0.01	0.54	98.7	
1A2c	Stationary combustion in manufacturing industries and	0.031	0.006	0.01	0.50	99.2	
1B2aiv	Fugitive emissions oil: Refining / storage	NO	0.007	0.00	0.18	99.3	
1A4bi	Residential: Stationary	0.027	0.017	0.00	0.16	99.5	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.013	0.006	0.00	0.13	99.6	
1A3dii	National navigation (shipping)	0.015	0.017	0.00	0.09	99.7	
1A3biv	Road transport: Mopeds & motorcycles	0.008	0.003	0.00	0.09	99.8	
1A2gviii	Stationary combustion in manufacturing industries and	0.007	0.004	0.00	0.05	99.9	
1A2e	Stationary combustion in manufacturing industries and	0.004	0.001	0.00	0.04	99.9	
1A4ai	Commercial/institutional: Stationary	0.000	0.001	0.00	0.02	99.9	
3F	Field burning of agricultural residues	0.006	0.005	0.00	0.01	100.0	
5C1bv	Cremation	0.000	0.001	0.00	0.01	100.0	
1A3c	Railways	0.001	0.000	0.00	0.01	100.0	
5C2	Open burning of waste	0.006	0.005	0.00	0.01	100.0	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.000	0.000	0.00	0.01	100.0	
1A3bi	Road transport: Passenger cars	0.000	0.000	0.00	0.01	100.0	

Zn **Level Assessment**

NFR	Sectors	% total 2023	Cumulative total	Key category
1A3bvi	Road transport: Automobile tyre and brake wear	26.784	26.8	x
1A4bi	Residential: Stationary	25.327	52.1	x
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	17.134	69.2	x
2C1	Iron and steel production	10.829	80.1	x
2G	Other product use (please specify in the IIR)	7.762	87.8	
1A1a	Public electricity and heat production	3.077	90.9	
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	2.549	93.5	
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	2.513	96.0	
1A4ai	Commercial/institutional: Stationary	0.900	96.9	
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	0.679	97.6	
1A1b	Petroleum refining	0.587	98.1	
1A3biv	Road transport: Mopeds & motorcycles	0.454	98.6	
1A2c	Stationary combustion in manufacturing industries and construction: Chemicals	0.229	98.8	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.228	99.1	
5C2	Open burning of waste	0.190	99.2	
1A3dii	National navigation (shipping)	0.166	99.4	
3F	Field burning of agricultural residues	0.134	99.5	
1A3bi	Road transport: Passenger cars	0.113	99.7	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.098	99.8	
1B2aiv	Fugitive emissions oil: Refining / storage	0.094	99.8	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.061	99.9	
1A3bii	Road transport: Light duty vehicles	0.034	99.9	
1A3biii	Road transport: Heavy duty vehicles and buses	0.026	100.0	
1A3c	Railways	0.012	100.0	
1A3ai(i)	International aviation LTO (civil)	0.007	100.0	
5C1bv	Cremation	0.006	100.0	
1A3aii(i)	Domestic aviation LTO (civil)	0.003	100.0	
2C5	Lead production	0.002	100.0	
1A2a	Stationary combustion in manufacturing industries and construction: Iron and steel	0.002	100.0	
1A5b	Other, Mobile (including military, land based and recreational boats)	0.001	100.0	
1A2gvii	Mobile Combustion in manufacturing industries and construction: (please specify in the IIR)	0.001	100.0	

Zn **Trend Assessment (1990-2023)**

NFR	Sectors	1990	Last year	Trend assess.	% cont. to trend	Cumulative total	Key category
1A3bvi	Road transport: Automobile tyre and brake wear	10.242	18.161	0.12	19.08	19.1	x
1A4bi	Residential: Stationary	27.549	17.173	0.12	18.77	37.8	x
1A1a	Public electricity and heat production	8.716	2.086	0.08	13.34	51.2	x
1A2d	Stationary combustion in manufacturing industries and	6.218	11.617	0.08	12.89	64.1	x
2C1	Iron and steel production	2.866	7.342	0.06	10.34	74.4	x
1A2f	Stationary combustion in manufacturing industries and	6.804	1.728	0.06	10.19	84.6	x
2G	Other product use (please specify in the IIR)	3.043	5.263	0.03	5.37	90.0	
1A2e	Stationary combustion in manufacturing industries and	1.862	0.460	0.02	2.82	92.8	
1A2c	Stationary combustion in manufacturing industries and	1.190	0.155	0.01	2.11	94.9	
1A1b	Petroleum refining	1.029	0.398	0.01	1.24	96.2	
1A4ai	Commercial/institutional: Stationary	0.080	0.610	0.01	1.18	97.3	
1A3biv	Road transport: Mopeds & motorcycles	0.800	0.308	0.01	0.97	98.3	
1A2gviii	Stationary combustion in manufacturing industries and	1.494	1.704	0.00	0.69	99.0	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.061	0.155	0.00	0.22	99.2	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.152	0.067	0.00	0.17	99.4	
1B2aiv	Fugitive emissions oil: Refining / storage	NO	0.064	0.00	0.14	99.5	
1A3c	Railways	0.056	0.008	0.00	0.10	99.6	
1A3bi	Road transport: Passenger cars	0.043	0.077	0.00	0.08	99.7	
1A2a	Stationary combustion in manufacturing industries and	0.032	0.001	0.00	0.06	99.8	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	0.016	0.041	0.00	0.06	99.8	
5C2	Open burning of waste	0.161	0.129	0.00	0.05	99.9	
3F	Field burning of agricultural residues	0.120	0.091	0.00	0.05	99.9	
1A3dii	National navigation (shipping)	0.101	0.113	0.00	0.04	99.9	
1A3bii	Road transport: Light duty vehicles	0.011	0.023	0.00	0.03	100.0	
5C1bv	Cremation	0.000	0.004	0.00	0.01	100.0	
1A3ai(i)	International aviation LTO (civil)	0.001	0.005	0.00	0.01	100.0	
2C5	Lead production	0.001	0.002	0.00	0.00	100.0	

Diox **Level Assessment**

NFR	Sectors	%total 2023	Cumulative total	Key category
1A4bi	Residential: Stationary	37.43	37.4	x
5C1bi	Industrial waste incineration	14.76	52.2	x
5E	Other waste (please specify in IIR)	13.91	66.1	x
2C1	Iron and steel production	11.59	77.7	x
2D3i	Other solvent use (please specify in the IIR)	10.86	88.5	x
1A1a	Public electricity and heat production	2.89	91.4	
5C1biii	Clinical waste incineration	2.79	94.2	
1A3bi	Road transport: Passenger cars	2.27	96.5	
1A3bii	Road transport: Light duty vehicles	0.92	97.4	
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	0.87	98.3	
2C3	Aluminium production	0.48	98.8	
1A4ai	Commercial/institutional: Stationary	0.26	99.0	
1A3biii	Road transport: Heavy duty vehicles and buses	0.22	99.3	
5C2	Open burning of waste	0.22	99.5	
2C5	Lead production	0.16	99.6	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.15	99.8	
3F	Field burning of agricultural residues	0.09	99.9	
1B2aiv	Fugitive emissions oil: Refining / storage	0.05	99.9	
1A3biv	Road transport: Mopeds & motorcycles	0.03	100.0	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.01	100.0	
1A1b	Petroleum refining	0.01	100.0	
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	0.01	100.0	
2G	Other product use (please specify in the IIR)	0.00	100.0	
2C7a	Copper production	0.00	100.0	
1A2a	Stationary combustion in manufacturing industries and construction: Iron and steel	0.00	100.0	

Diox **Trend Assessment (1990-2023)**

NFR	Sectors	1990	Last year	Trend assess.	%cont. to trend	Cumulative total	Key category
5C1biii	Clinical waste incineration	482.30	1.47	0.08	49.94	49.9	x
1A4bi	Residential: Stationary	40.01	19.76	0.03	17.97	67.9	x
5C1bi	Industrial waste incineration	8.04	7.79	0.01	7.91	75.8	x
5E	Other waste (please specify in IIR)	12.69	7.34	0.01	6.91	82.7	x
2C1	Iron and steel production	4.21	6.12	0.01	6.44	89.2	
2D3i	Other solvent use (please specify in the IIR)	4.24	5.73	0.01	6.00	95.2	
1A1a	Public electricity and heat production	1.05	1.53	0.00	1.61	96.8	
1A3bi	Road transport: Passenger cars	0.61	1.20	0.00	1.28	98.1	
1A3bii	Road transport: Light duty vehicles	0.03	0.49	0.00	0.55	98.6	
1A2d	Stationary combustion in manufacturing industries and	0.27	0.46	0.00	0.49	99.1	
2C3	Aluminium production	0.40	0.26	0.00	0.25	99.3	
1A4ai	Commercial/institutional: Stationary	0.08	0.14	0.00	0.15	99.5	
5C2	Open burning of waste	0.14	0.11	0.00	0.11	99.6	
1A3biii	Road transport: Heavy duty vehicles and buses	0.21	0.12	0.00	0.11	99.7	
2C5	Lead production	0.03	0.08	0.00	0.09	99.8	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.05	0.08	0.00	0.08	99.9	
3F	Field burning of agricultural residues	0.07	0.05	0.00	0.05	99.9	
1B2aiv	Fugitive emissions oil: Refining / storage	0.06	0.03	0.00	0.02	100.0	
1A3biv	Road transport: Mopeds & motorcycles	0.04	0.02	0.00	0.02	100.0	
2C7a	Copper production	0.12	0.00	0.00	0.01	100.0	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.02	0.01	0.00	0.01	100.0	
1A2gviii	Stationary combustion in manufacturing industries and	0.00	0.00	0.00	0.00	100.0	
1A1b	Petroleum refining	0.03	0.01	0.00	0.00	100.0	

Total PAH Level Assessment

NFR	Sectors	% total 2023	Cumulative total	Key category
1A4bi	Residential: Stationary	75.36	75.4	x
2C1	Iron and steel production	8.39	83.8	x
5C2	Open burning of waste	4.52	88.3	
1A3bi	Road transport: Passenger cars	2.09	90.4	
1A3dii	National navigation (shipping)	1.61	92.0	
3F	Field burning of agricultural residues	1.36	93.3	
1A2d	Stationary combustion in manufacturing industries and constructio	1.28	94.6	
1A3bii	Road transport: Light duty vehicles	0.94	95.6	
1A4ai	Commercial/institutional: Stationary	0.89	96.4	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.88	97.3	
1A2gviii	Stationary combustion in manufacturing industries and constructio	0.81	98.1	
1A3biii	Road transport: Heavy duty vehicles and buses	0.58	98.7	
1A2f	Stationary combustion in manufacturing industries and constructio	0.45	99.2	
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	0.25	99.4	
1A3bvi	Road transport: Automobile tyre and brake wear	0.11	99.5	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and other machiner	0.11	99.6	
1A2a	Stationary combustion in manufacturing industries and constructio	0.09	99.7	
1A1a	Public electricity and heat production	0.08	99.8	
1A2c	Stationary combustion in manufacturing industries and constructio	0.04	99.9	
2G	Other product use (please specify in the IIR)	0.04	99.9	
1A2gvii	Mobile Combustion in manufacturing industries and construction: (	0.04	99.9	
2D3i	Other solvent use (please specify in the IIR)	0.02	100.0	
1A3biv	Road transport: Mopeds & motorcycles	0.02	100.0	
1B2aiv	Fugitive emissions oil: Refining / storage	0.02	100.0	
1A3c	Railways	0.01	100.0	

Total PAH Trend Assessment (1990-2023)

NFR	Sectors	1990	Last year	Trend assess.	% cont. to trend	Cumulative total	Key category
1A4bi	Residential: Stationary	18.35	8.79	0.04	37.04	37.0	x
2C1	Iron and steel production	1.05	0.98	0.02	16.67	53.7	x
1A3bi	Road transport: Passenger cars	0.07	0.24	0.01	8.18	61.9	x
5C2	Open burning of waste	0.66	0.53	0.01	7.02	68.9	x
1A2f	Stationary combustion in manufacturing industries and	0.39	0.05	0.01	6.10	75.0	x
1A2d	Stationary combustion in manufacturing industries and	0.02	0.15	0.01	5.54	80.5	x
1A3dii	National navigation (shipping)	0.17	0.19	0.00	3.88	84.4	
1A3bii	Road transport: Light duty vehicles	0.05	0.11	0.00	3.31	87.7	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.07	0.10	0.00	2.66	90.4	
3F	Field burning of agricultural residues	0.19	0.16	0.00	2.22	92.6	
1A2e	Stationary combustion in manufacturing industries and	0.16	0.03	0.00	2.10	94.7	
1A3biii	Road transport: Heavy duty vehicles and buses	0.05	0.07	0.00	1.73	96.4	
1A2c	Stationary combustion in manufacturing industries and	0.07	0.00	0.00	1.37	97.8	
1A2gviii	Stationary combustion in manufacturing industries and	0.16	0.09	0.00	0.39	98.2	
1A3bvi	Road transport: Automobile tyre and brake wear	0.01	0.01	0.00	0.35	98.6	
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and other	0.01	0.01	0.00	0.31	98.9	
1A4ai	Commercial/institutional: Stationary	0.21	0.10	0.00	0.28	99.2	
1A1a	Public electricity and heat production	0.01	0.01	0.00	0.21	99.4	
1A2a	Stationary combustion in manufacturing industries and	0.03	0.01	0.00	0.17	99.5	
2G	Other product use (please specify in the IIR)	0.00	0.00	0.00	0.16	99.7	
1B2aiv	Fugitive emissions oil: Refining / storage	NO	0.00	0.00	0.07	99.8	
1A3c	Railways	0.00	0.00	0.00	0.07	99.8	
2D3i	Other solvent use (please specify in the IIR)	0.00	0.00	0.00	0.06	99.9	
1A2gvii	Mobile Combustion in manufacturing industries and con	0.01	0.00	0.00	0.06	99.9	
1A3biv	Road transport: Mopeds & motorcycles	0.00	0.00	0.00	0.03	100.0	
5C1bi	Industrial waste incineration	0.00	0.00	0.00	0.01	100.0	
1A4bii	Residential: Household and gardening (mobile)	0.00	0.00	0.00	0.01	100.0	

HCB Level Assessment

NFR	Sectors	% total 2023	Cumulative total	Key category
5C1biii	Clinical waste incineration	48.73	48.7	x
1A4bi	Residential: Stationary	22.20	70.9	x
1A1a	Public electricity and heat production	10.53	81.5	x
1A2d	Stationary combustion in manufacturing industries and constructio	6.28	87.7	
5C1bi	Industrial waste incineration	5.89	93.6	
1A2gviii	Stationary combustion in manufacturing industries and constructio	2.68	96.3	
1A2f	Stationary combustion in manufacturing industries and constructio	0.80	97.1	
1A4ai	Commercial/institutional: Stationary	0.76	97.9	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.59	98.5	
1A2e	Stationary combustion in manufacturing industries and constructio	0.54	99.0	
5C1bv	Cremation	0.51	99.5	
1A3bi	Road transport: Passenger cars	0.16	99.7	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.13	99.8	
1A2c	Stationary combustion in manufacturing industries and constructio	0.09	99.9	
1A3bii	Road transport: Light duty vehicles	0.06	100.0	
3Df	Use of pesticides	0.03	100.0	
1A3biii	Road transport: Heavy duty vehicles and buses	0.01	100.0	
1A3biv	Road transport: Mopeds & motorcycles	0.00	100.0	

HCB Trend Assessment (1990-2023)

NFR	Sectors	1990	Last year	Trend assess.	% cont. to trend	Cumulative total	Key category
5C1biii	Clinical waste incineration	1.21	0.37	0.01	47.20	47.2	x
1A4bi	Residential: Stationary	0.27	0.17	0.00	21.97	69.2	x
1A1a	Public electricity and heat production	0.57	0.08	0.00	9.68	78.9	x
1A2d	Stationary combustion in manufacturing industries and	0.03	0.05	0.00	6.30	85.2	x
5C1bi	Industrial waste incineration	0.05	0.04	0.00	5.88	91.0	
1A2gviii	Stationary combustion in manufacturing industries and	0.01	0.02	0.00	2.68	93.7	
3Df	Use of pesticides	1.61	0.00	0.00	2.66	96.4	
1A2f	Stationary combustion in manufacturing industries and	0.01	0.01	0.00	0.80	97.2	
1A4ai	Commercial/institutional: Stationary	NO	0.01	0.00	0.76	97.9	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.01	0.00	0.00	0.58	98.5	
5C1bv	Cremation	0.00	0.00	0.00	0.52	99.0	
1A2e	Stationary combustion in manufacturing industries and	0.02	0.00	0.00	0.52	99.6	
1A3bi	Road transport: Passenger cars	0.00	0.00	0.00	0.16	99.7	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.00	0.00	0.00	0.13	99.8	
1A2c	Stationary combustion in manufacturing industries and	0.00	0.00	0.00	0.08	99.9	
1A3bii	Road transport: Light duty vehicles	0.00	0.00	0.00	0.07	100.0	
1A3biii	Road transport: Heavy duty vehicles and buses	0.00	0.00	0.00	0.01	100.0	

PCBs **Level Assessment**

NFR	Sectors	% total 2023	Cumulative total	Key category
5C1bi	Industrial waste incineration	75.41	75.4	x
2K	Consumption of POPs and heavy metals (e.g. electrical and scien	17.49	92.9	x
2C1	Iron and steel production	6.656	99.6	
1A1a	Public electricity and heat production	0.15	99.7	
5C1biii	Clinical waste incineration	0.11	99.8	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.11	99.9	
1A2gviii	Stationary combustion in manufacturing industries and constructio	0.05	100.0	
5C1bv	Cremation	0.01	100.0	
1A4ciii	Agriculture/Forestry/Fishing: National fishing	0.00	100.0	

PCBs **Trend Assessment (1990-2023)**

NFR	Sectors	1990	Last year	Trend assess.	% cont. to trend	Cumulative total	Key category
2K	Consumption of POPs and heavy metals (e.g. electrica	998.32	13.40	0.06	50.00	50.0	x
5C1bi	Industrial waste incineration	59.60	57.76	0.05	45.56	95.6	x
2C1	Iron and steel production	2.74	5.10	0.00	4.18	99.7	
1A1a	Public electricity and heat production	0.00	0.12	0.00	0.10	99.8	
1A4ci	Agriculture/Forestry/Fishing: Stationary	0.06	0.09	0.00	0.07	99.9	
5C1biii	Clinical waste incineration	0.28	0.09	0.00	0.06	100.0	
1A2gviii	Stationary combustion in manufacturing industries and	0.14	0.04	0.00	0.03	100.0	
5C1bv	Cremation	0.00	0.01	0.00	0.01	100.0	
1A2c	Stationary combustion in manufacturing industries and	0.07	0.00	0.00	0.00	100.0	

Annex B: Energy Balance

Updated: March 2025

Table B-1: Energy Balance Sheet for 2023

BALANÇO ENERGÉTICO tep 2023 provisório		Hulha e Antracite 1	Coque de Carvão 2	Total de Carvão 3 = 1 + 2	Petróleo Bruto 4	Refugos e Produtos Intermédios 5	GPL 6	Gasolinas 7	Petróleos 8	Jets 9	Gasóleo 10	Fuelóleo 11	Nafta 12	Coque de Petróleo 13	Total de Petróleo Energético 14 = 4 a 13	Lubrificantes 15	Asfaltos 16	Parafinas 17	Solventes 18	Outros 19	Total de Petróleo Não Energético 20 = 15 a 19	Total de Petróleo 21= 14 + 20	Gás Natural 22
IMPORTAÇÕES	01	1 138	3 131	**4 269**	9 685 633	1 306 978	590 305	362 010	229	431 614	1 658 619	154 386	51 883	251 229	**14 492 886**	51 838	175 012	2 211	4 861	13 445	**247 367**	**14 740 253**	**3 725 369**
PRODUÇÃO DOMÉSTICA	02																						
VARIAÇÃO DE "STOCKS"	03	- 32	- 463	**- 495**	- 6 619	83 235	652	26 005	- 83	32 528	- 150 868	- 50 459	- 9 675	1 087	**- 74 197**	44	- 1 130	69	- 266	2 941	**1 658**	**- 72 539**	**- 94 379**
SAÍDAS	04	1		**1**		38 449	97 145	1 302 910		1 606 955	448 135	1 822 769	869 571		**6 185 934**	7 007	11 525	505	87	58 786	**77 910**	**6 263 844**	
Exportações	*04.01*	*1*		*1*		*38 449*	*97 145*	*1 302 910*		*2 852*	*288 406*	*1 400 325*	*869 571*		*3 999 658*	*6 567*	*11 525*	*505*	*87*	*58 786*	*77 470*	*4 077 128*	
Transportes Marítimos Internacionais	*04.02*										*159 729*	*422 444*			*582 173*	*440*					*440*	*582 613*	
Aviação Internacional	*04.03*									*1 604 103*					*1 604 103*							*1 604 103*	
CONSUMO DE ENERGIA PRIMÁRIA	05	1 169	3 594	**4 763**	9 692 252	1 185 294	492 508	- 966 905	312	-1 207 869	1 361 352	-1 617 924	- 808 013	250 142	**8 381 149**	44 787	164 617	1 637	5 040	- 48 282	**167 799**	**8 548 948**	**3 819 748**
PARA NOVAS FORMAS DE ENERGIA	06				9 692 252	700 922	- 69 040	-2 179 965		-1 377 067	-3 874 137	-1 866 419	- 951 611		**74 935**					- 58 122	**- 58 122**	**16 813**	**2 060 171**
Briquetes	*06.01*																						
Coque	*06.02*																						
Produtos de Petróleo	*06.03*				*9 692 252*	*709 406*	*- 83 534*	*-2 179 965*		*-1 377 067*	*-3 890 389*	*-2 118 845*	*- 977 459*		*- 225 601*					*- 58 122*	*- 58 122*	*- 283 723*	
Hidrogénio	*06.04*																						*179 769*
Petroquímica	*06.05*					*- 38 449*	*14 494*						*25 848*		*1 893*							*1 893*	
Eletricidade	*06.06*										*16 224*	*170 344*			*186 568*							*186 568*	*1 297 942*
Cogeração	*06.07*					*29 965*					*28*	*82 082*			*112 075*							*112 075*	*582 460*
Produção de Eletricidade	*06.07.01*										*28*	*39 728*			*39 756*							*39 756*	
Refinação de Petróleo	*06.07.02*					*29 965*									*29 965*							*29 965*	*203 449*
Gás de Cidade	*06.07.03*																						
Agricultura	*06.07.04*																						*4 978*
Alimentação, bebidas e tabaco	*06.07.05*											*9 351*			*9 351*							*9 351*	*35 704*
Têxteis	*06.07.06*																						*34 630*
Papel e Artigos de Papel	*06.07.07*											*26 156*			*26 156*							*26 156*	*187 765*
Químicas e Plásticos	*06.07.08*											*6 847*			*6 847*							*6 847*	*67 717*
Cerâmicas	*06.07.09*																						*3 070*
Vidro e Artigos de Vidro	*06.07.10*																						
Cimento e Cal	*06.07.11*																						
Metalúrgicas	*06.07.12*																						
Siderurgia	*06.07.13*																						
Vestuário, Calçado e Curtumes	*06.07.14*																						*5 197*
Madeira e Artigos de Madeira	*06.07.15*																						
Borracha	*06.07.16*																						
Metálo-eletro-mecânicas	*06.07.17*																						
Outras Indústrias Transformadoras	*06.07.18*																						
Indústrias Extrativas	*06.07.19*																						*3 772*
Serviços	*06.07.20*																						*36 178*

BALANÇO ENERGÉTICO tep 2023 provisório		Hulha e Antracite 1	Coque de Carvão 2	**Total de Carvão** 3 = 1 + 2	Petróleo Bruto 4	Refugos e Produtos Intermédios 5	GPL 6	Gasolinas 7	Petróleos 8	Jets 9	Gasóleo 10	Fuelóleo 11	Nafta 12	Coque de Petróleo 13	**Total de Petróleo Energético** 14 = 4 a 13	Lubrificantes 15	Asfaltos 16	Parafinas 17	Solventes 18	Outros 19	**Total de Petróleo Não Energético** 20 = 15 a 19	**Total de Petróleo** 21= 14 + 20	**Gás Natural** 22
CONSUMO DO SECTOR ENERGÉTICO	07					484 372	225				93	114 137	120		**598 947**							**598 947**	**75 075**
Consumo Próprio da Refinação	*07.01*					*419 739*					*93*	*113 335*			*533 167*							*533 167*	*69 604*
Perdas da Refinação	*07.02*					*64 633*	*225*					*802*	*120*		*65 780*							*65 780*	
Coquerie e outras não especificadas	*07.03*																						
Centrais Elétricas	*07.04*																						
Bombagem Hidroeléctrica	*07.05*																						
Extração de Carvão, Petróleo e GN	*07.06*																						
Perdas de Transporte e Distribuição	*07.07*																						*5 471*
CONSUMO COMO MATÉRIA PRIMA	08						*74 694*						*143 478*		*218 172*							*218 172*	*55 083*
DISPONÍVEL PARA CONSUMO FINAL	09	1 169	3 594	**4 763**			486 629	1 213 060	312	169 198	5 235 396	134 358		250 142	**7 489 095**	44 787	164 617	1 637	5 040	9 840	**225 921**	**7 715 016**	**1 629 419**
ACERTOS		- 134	- 129	- 263			7 105	- 27 610	- 23	- 6 762	24 820	11 310		464	9 304	446	- 1 347	2	572	396	68	9 372	27 887
CONSUMO FINAL	10	1 303	3 723	**5 026**			479 524	1 240 670	335	175 960	5 210 576	123 048		249 678	**7 479 791**	44 341	165 964	1 635	4 468	9 444	**225 853**	**7 705 644**	**1 601 532**
AGRICULTURA E PESCAS	10.01						3 892	459	266		399 412				**404 029**	345					**346**	**404 375**	3 570
Agricultura	*10.01.01*						*3 892*	*199*	*266*		*312 203*				*316 560*	*163*					*163*	*316 723*	*3 564*
Pescas	*10.01.02*							*260*			*87 209*				*87 469*	*183*					*183*	*87 652*	*6*
INDÚSTRIAS EXTRATIVAS	10.02						771				28 093	676			**29 540**	879					**879**	**30 419**	**2 817**
INDÚSTRIAS TRANSFORMADORAS	10.03	1 303	3 723	**5 026**			44 979	1 260	22		42 975	54 929		249 678	**393 843**	10 899	862	1 635	4 046	9 444	**26 886**	**420 729**	**1 065 371**
Alimentação, bebidas e tabaco	*10.03.01*						*15 227*				*10 758*	*9 116*			*35 101*	*178*					*178*	*35 279*	*173 939*
Têxteis	*10.03.02*						*2 779*				*5*	*1 195*			*3 979*	*948*					*948*	*4 927*	*99 803*
Papel e Artigos de Papel	*10.03.03*						*776*		*2*		*3 212*	*41 470*			*45 460*	*624*				*2 563*	*3 187*	*48 647*	*102 755*
Químicas e Plásticos	*10.03.04*						*2 259*		*1*		*1 202*	*354*			*3 816*	*3 461*	*862*	*824*	*3 938*	*6 881*	*15 966*	*19 782*	*96 805*
Cerâmicas	*10.03.05*						*2 538*				*759*			*10 844*	*14 141*	*71*					*71*	*14 212*	*179 204*
Vidro e Artigos de Vidro	*10.03.06*						*202*				*104*	*831*			*1 137*	*141*					*141*	*1 278*	*207 572*
Cimento e Cal	*10.03.07*						*433*		*18*		*14 637*	*981*		*238 834*	*254 903*	*308*					*308*	*255 211*	*38 405*
Metalúrgicas	*10.03.08*	*1*	*1 863*	*1 864*			*1 547*				*259*				*1 806*	*408*			*2*		*410*	*2 216*	*22 800*
Siderurgia	*10.03.09*	*1 199*	*1 809*	*3 008*							*1 050*				*1 050*	*309*			*6*		*315*	*1 365*	*49 414*
Vestuário, Calçado e Curtumes	*10.03.10*						*1 866*				*7*	*132*			*2 005*	*27*					*27*	*2 032*	*11 009*
Madeira e Artigos de Madeira	*10.03.11*						*977*				*3 933*				*4 910*	*351*		*217*			*568*	*5 478*	*7 645*
Borracha	*10.03.12*						*241*				*51*				*292*	*1 801*		*546*	*1*		*2 348*	*2 640*	*7 882*
Metálo-eletro-mecânicas	*10.03.13*	*8*	*12*	*20*			*13 141*	*1 260*	*1*		*6 896*	*1*			*21 299*	*1 881*			*99*		*1 980*	*23 279*	*53 639*
Outras Indústrias Transformadoras	*10.03.14*	*95*	*39*	*134*			*2 993*				*102*	*849*			*3 944*	*391*		*48*			*439*	*4 383*	*14 499*
CONSTRUÇÃO E OBRAS PÚBLICAS	10.04						9 900		1		70 316	20 827			**101 044**	940	165 102		72		**166 114**	**267 158**	**23 053**
TRANSPORTES	10.05						46 737	1 238 758	5	159 656	4 597 022	37 928			**6 080 106**	30 875					**30 875**	**6 110 981**	**34 100**
Aviação Nacional	*10.05.01*							*1 509*		*159 656*					*161 165*	*41*					*41*	*161 206*	
Transportes Marítimos Nacionais	*10.05.02*										*35 382*	*37 928*			*73 310*	*244*					*244*	*73 554*	
Caminho de Ferro	*10.05.03*										*8 169*				*8 169*	*26*					*26*	*8 195*	
Rodoviários	*10.05.04*						*46 737*	*1 237 249*	*5*		*4 553 471*				*5 837 462*	*30 564*					*30 564*	*5 868 026*	*34 100*
SETOR DOMÉSTICO	10.06						234 966		15		23 357				**258 338**	2					**2**	**258 340**	**251 654**
SERVIÇOS	10.07						138 279	193	26	16 304	49 401	8 688			**212 891**	401			350		**751**	**213 642**	**220 967**

BALANÇO ENERGÉTICO tep 2023 provisório		Gases Incond. de Petroquímica 23	Hidrogénio 24	Gases e Outros Derivados 25 = 23 + 24	Hidro-eletricidade 26	Eólica 27	Foto-voltaica 28	Geo-térmica 29	Termo-eletricidade 30	Total de Eletricidade 31	Calor 32	Resíduos não Renováveis 33	Solar Térmico 34	Lenhas e Resíduos Vegetais 35	Resíduos Sólidos Urbanos 36	Licores Sulfitivos 37	Outros Renováveis 38	Biogás 39	Biocombustíveis 40	Bombas de Calor 41	Renováveis Sem Eletricidade 42 = 34 a 41	TOTAL GERAL 43=3+21+22+2
IMPORTAÇÕES	01									**1 174 405**		13 588		84 704			13 599		113 755		**212 058**	19 869 942
PRODUÇÃO DOMÉSTICA	02				1 278 662	1 130 504	443 772	17 847		**2 870 786**		152 778	114 881	1 860 562	110 239	1 001 576	23 844	98 858	278 170	922 513	**4 410 643**	**7 434 207**
VARIAÇÃO DE "STOCKS"	03																		- 1 232		**- 1 232**	**- 168 645**
SAÍDAS	04									**294 357**				233 768					61 586		**295 354**	**6 853 556**
Exportações	*04.01*									*294 357*				*233 768*					*61 586*		*295 354*	*4 666 840*
Transportes Marítimos Internacionais	*04.02*																					*582 613*
Aviação Internacional	*04.03*																					*1 604 103*
CONSUMO DE ENERGIA PRIMÁRIA	05				*1 278 662*	*1 130 504*	*443 772*	*17 847*		**3 750 834**		166 366	114 881	1 711 498	110 239	1 001 576	37 443	98 858	331 571	922 513	**4 328 579**	**20 619 238**
PARA NOVAS FORMAS DE ENERGIA	06				*1 278 662*	*1 130 504*	*443 772*	*17 847*	-1 346 941	**-1 346 941**	**-1 105 063**	79 769		615 531	110 239	1 001 576		76 259	325 467		**2 129 072**	**1 833 821**
Briquetes	*06.01*																					
Coque	*06.02*																					
Produtos de Petróleo	*06.03*		*154 550*	*154 550*															*325 467*		*325 467*	*196 294*
Hidrogénio	*06.04*		#######	*- 154 550*																		*25 219*
Petroquímica	*06.05*	*- 24 813*		*- 24 813*																		*- 22 920*
Eletricidade	*06.06*				*1 278 662*	*1 130 504*	*443 772*	*17 847*	*- 971 095*	*- 971 095*		*75 975*		*431 488*	*110 239*			*70 220*			611 947	*1 201 337*
Cogeração	*06.07*	*24 813*		*24 813*					*- 375 846*	*- 375 846*	*-1 105 063*	*3 794*		*184 043*		*1 001 576*		*6 039*			*1 191 658*	*433 890*
Produção de Eletricidade	*06.07.01*								*- 17 032*	*- 17 032*	*- 1 305*											*21 419*
Refinação de Petróleo	*06.07.02*								*- 63 549*	*- 63 549*	*- 126 251*											*43 614*
Gás de Cidade	*06.07.03*																					
Agricultura	*06.07.04*								*- 2 185*	*- 2 185*	*- 1 965*							*481*			*481*	*1 309*
Alimentação, bebidas e tabaco	*06.07.05*								*- 8 052*	*- 8 052*	*- 30 191*											*6 812*
Têxteis	*06.07.06*								*- 13 183*	*- 13 183*	*- 12 084*											*9 363*
Papel e Artigos de Papel	*06.07.07*								*- 224 901*	*- 224 901*	*- 859 088*			*143 558*		*1 001 576*		*68*			*1 145 202*	*275 134*
Químicas e Plásticos	*06.07.08*	*24 813*		*24 813*					*- 20 889*	*- 20 889*	*- 38 741*	*3 794*										*43 541*
Cerâmicas	*06.07.09*								*- 681*	*- 681*	*- 1 094*											*1 295*
Vidro e Artigos de Vidro	*06.07.10*																					
Cimento e Cal	*06.07.11*																					
Metalúrgicas	*06.07.12*																					
Siderurgia	*06.07.13*																					
Vestuário, Calçado e Curtumes	*06.07.14*								*- 2 156*	*- 2 156*	*- 1 405*											*1 636*
Madeira e Artigos de Madeira	*06.07.15*								*- 5 439*	*- 5 439*	*- 17 329*			*40 485*							*40 485*	*17 717*
Borracha	*06.07.16*																					
Metálo-eletro-mecânicas	*06.07.17*																					
Outras Indústrias Transformadoras	*06.07.18*								*- 801*	*- 801*	*- 26*							*2 327*			*2 327*	*1 500*
Indústrias Extrativas	*06.07.19*								*- 1 049*	*- 1 049*	*- 2 371*											*352*
Serviços	*06.07.20*								*- 15 930*	*- 15 930*	*- 13 213*							*3 163*			*3 163*	*10 198*

BALANÇO ENERGÉTICO tep 2023 provisório		Gases Incond. de Petroquímica 23	Hidrogénio 24	Gases e Outros Derivados 25 = 23 + 24	Hidro-eletricidade 26	Eólica 27	Foto-voltaica 28	Geo-térmica 29	Termo-eletricidade 30	Total de Eletricidade 31	Calor 32	Resíduos não Renováveis 33	Solar Térmico 34	Lenhas e Resíduos Vegetais 35	Resíduos Sólidos Urbanos 36	Licores Sulfitivos 37	Outros Renováveis 38	Biogás 39	Biocombustíveis 40	Bombas de Calor 41	Renováveis Sem Eletricidade 42 = 34 a 41	TOTAL GERAL 43=3+21+22+2
CONSUMO DO SECTOR ENERGÉTICO	07									**837 291**	**126 251**											**1 637 564**
Consumo Próprio da Refinação	*07.01*									*45 098*	*126 251*											*774 120*
Perdas da Refinação	*07.02*																					*65 780*
Coquerie e outras não especificadas	*07.03*									*3*												*3*
Centrais Elétricas	*07.04*									*63 942*												*63 942*
Bombagem Hidroeléctrica	*07.05*									*311 900*												*311 900*
Extração de Carvão, Petróleo e GN	*07.06*									*46*												*46*
Perdas de Transporte e Distribuição	*07.07*									*416 302*												*421 773*
CONSUMO COMO MATÉRIA PRIMA	08																					*273 255*
DISPONÍVEL PARA CONSUMO FINAL	09									**4 260 484**	**978 812**	86 597	114 881	1 095 967			37 443	22 599	6 104	922 513	**2 199 507**	**16 874 598**
ACERTOS										23									5 192		5 192	42 211
CONSUMO FINAL	10									**4 260 461**	**978 812**	86 597	114 881	1 095 967			37 443	22 599	912	922 513	**2 194 315**	**16 832 387**
AGRICULTURA E PESCAS	10.01									**90 793**	**1 965**			**2 496**							**2 496**	**503 199**
Agricultura	*10.01.01*									*84 021*	*1 965*			*2 496*							*2 496*	*408 769*
Pescas	*10.01.02*									*6 772*												*94 430*
INDÚSTRIAS EXTRATIVAS	10.02									**47 830**	**2 371**											**83 437**
INDÚSTRIAS TRANSFORMADORAS	10.03									**1 374 887**	**961 447**	**86 597**		**264 986**			35 545	22 306	174		**323 011**	**4 237 068**
Alimentação, bebidas e tabaco	*10.03.01*									*186 651*	*30 191*			*22 764*				*2 778*			*25 542*	*451 602*
Têxteis	*10.03.02*									*69 411*	*12 084*			*17 817*							*17 817*	*204 042*
Papel e Artigos de Papel	*10.03.03*									*257 322*	*859 088*			*109 023*			*3 320*	*19 528*			*131 871*	*1 399 683*
Químicas e Plásticos	*10.03.04*									*214 358*	*38 741*	*150*		*3 730*					*174*		*3 904*	*373 740*
Cerâmicas	*10.03.05*									*39 644*	*1 094*			*23 738*							*23 738*	*257 892*
Vidro e Artigos de Vidro	*10.03.06*									*49 237*												*258 087*
Cimento e Cal	*10.03.07*									*58 903*		*83 069*		*33 129*			*32 225*				*65 354*	*500 942*
Metalúrgicas	*10.03.08*									*28 121*				*541*							*541*	*55 542*
Siderurgia	*10.03.09*									*110 787*												*164 574*
Vestuário, Calçado e Curtumes	*10.03.10*									*27 953*	*1 405*			*3 305*							*3 305*	*45 704*
Madeira e Artigos de Madeira	*10.03.11*									*81 326*	*17 329*	*1 304*		*49 898*							*49 898*	*162 980*
Borracha	*10.03.12*									*27 463*												*37 985*
Metálo-eletro-mecânicas	*10.03.13*									*170 626*				*243*							*243*	*247 807*
Outras Indústrias Transformadoras	*10.03.14*									*53 085*	*1 515*	*2 074*		*798*							*798*	*76 488*
CONSTRUÇÃO E OBRAS PÚBLICAS	10.04									28 924				84							**84**	**319 219**
TRANSPORTES	10.05									49 451									738		**738**	**6 195 270**
Aviação Nacional	*10.05.01*																					*161 206*
Transportes Marítimos Nacionais	*10.05.02*																					*73 554*
Caminho de Ferro	*10.05.03*									*41 752*												*49 947*
Rodoviários	*10.05.04*									*7 699*									*738*		*738*	*5 910 563*
SETOR DOMÉSTICO	10.06									**1 254 005**			68 337	*801 082*				293		312 499	**1 182 211**	**2 946 210**
SERVIÇOS	10.07									**1 414 571**	**13 029**		46 544	27 319			1 898			610 014	**685 775**	**2 547 984**

Annex C: Energy (NFR 1.A.3, 1.A.4 and 1.A.5)

Updated: March 2025

Transport (NFR 1.A.3)

Table C-1: Activity data for NFR 1.A.3.a: Fuel consumption from Aviation sector (t)

Fuel Sales		NAPFUE	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Aviation Gasoline	L	209	1 893	1 751	1 560	1 212	1 435	1 914	1 540	1 876	1 925	1 964	2 353	2 304
Jet Fuel	L	207	554 471	564 264	596 977	565 406	572 457	599 465	595 172	613 723	654 021	720 960	752 932	741 541

Fuel Sales		NAPFUE	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Aviation Gasoline	L	209	2 334	1 985	1 847	2 192	2 179	2 086	2 280	2 280	2 869	2 258	1 268
Jet Fuel	L	207	715 095	770 040	835 208	865 857	907 189	949 650	969 349	907 530	985 343	1 006 836	1 015 897

Fuel Sales		NAPFUE	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Aviation Gasoline	L	209	1 168	1 333	1 257	1 256	1 211	804	1 101	1 072	1 183	1 607	1 436
Jet Fuel	L	207	1 027 228	1 086 001	1 139 567	1 239 311	1 409 602	1 501 383	1 580 683	592 926	758 571	1 488 691	1 717 389

Table C-2: Aircraft type and representative aircraft for LTO and cruise emission factors

Code	Aircraft Name	Fuel Type	Description	Representative	
				LTO	Cruise
100	Fokker 100	L JeK	L2J	100	100
146	BAe 146 all pax models	L JeK	L4J	146	146
310	Airbus A310 all pax models	L JeK	L2J	310	310
319	Airbus A319	L JeK	L2J	319	320
320	Airbus A320-100/200	L JeK	L2J	321	320
321	Airbus A321-100/200	L JeK	L2J	321	320
330	Airbus A330 all models	L JeK	L2J	330	330
332	Airbus A330-200	L JeK	L2J	330	330
333	Airbus A330-300	L JeK	L2J	330	330
340	Airbus A340 all models	L JeK	L4J	342	340
342	Airbus A340-200	L JeK	L4J	342	340
343	Airbus A340-300	L JeK	L4J	343	340
346	Airbus A340-600	L JeK	L4J	346	340
707	Boeing 707/720 all pax models	L JeK	L4J	707	340
717	Boeing 717	L JeK	L2J	717	NA
727	Boeing 727 all pax models	L JeK	L3J	727	727
731	Boeing 737-100 pax	L JeK	L2J	731	731
735	Boeing 737-500 pax	L JeK	L2J	735	734
736	Boeing 737-600 pax	L JeK	L2J	736	734
737	Boeing 737 all pax models	L JeK	L2J	731	731
739	Boeing 737-900 pax	L JeK	L2J	739	734
741	Boeing 747-100 pax	L JeK	L4J	741	741
747	Boeing 747 all pax models	L JeK	L4J	747	741
753	Boeing 757-300 pax	L JeK	L2J	752	757
757	Boeing 757 all pax models	L JeK	L2J	752	757
764	Boeing 767-400 pax	L JeK	L2J	764	767
767	Boeing 767 all pax models	L JeK	L2J	767	767
772	Boeing 777-200 pax	L JeK	L2J	772	777
773	Boeing 777-300 pax	L JeK	L2J	773	777
777	Boeing 777 all pax models	L JeK	L2J	772	777
14F	BAe 146 Freighter (-100/200/300QT & QC)	L JeK	L4J	146	146
31F	Airbus A310 Freighter	L JeK	L2J	310	310
31X	Airbus A310-200 Freighter	L JeK	L2J	312	310
32S	Airbus A318/319/320/321	L JeK	L2J	320	320
70F	Boeing 707 Freighter	L JeK	L4J	70F	340
70M	Boeing 707 Combi	L JeK	L4J	707	340
72F	Boeing 727 Freighter (-100/200)	L JeK	L3J	72F	727
72M	Boeing 727 Combi	L JeK	L3J	727	727
72S	Boeing 727-200 Advanced pax	L JeK	L3J	722	727
72X	Boeing 727-100 Freighter	L JeK	L3J	721	727
73F	Boeing 737 all Freighter models	L JeK	L2J	731	731
73H	Boeing 737-800 (winglets) pax	L JeK	L2J	73H	734
73M	Boeing 737-200 Combi	L JeK	L2J	732	731
73W	Boeing 737-700 (winglets) pax	L JeK	L2J	73W	734
73Y	Boeing 737-300 Freighter	L JeK	L2J	733	731
74C	Boeing 747-200 Combi	L JeK	L4J	742	741
74F	Boeing 747 all Freighter models	L JeK	L4J	74F	741
74J	Boeing 747-400 (Domestic) pax	L JeK	L4J	744	74J
74M	Boeing 747 all Combi models	L JeK	L4J	747	741
74U	Boeing 747-300 / 747-200 SUD Freighter	L JeK	L4J	743	741
75F	Boeing 757 Freighter	L JeK	L2J	75F	757
75M	Boeing 757 Mixed Configuration	L JeK	L2J	752	757
76F	Boeing 767 all Freighter models	L JeK	L2J	767	767
76X	Boeing 767-200 Freighter	L JeK	L2J	762	767
76Y	Boeing 767-300 Freighter	L JeK	L2J	763	767
A109	Agusta A-109	L JeK	H2T	S61	NA
A26	Antonov AN-26	L JeK	L2T	A26	AN6
A32	Antonov AN-32	L JeK	L2T	A32	NA
A4F	Antonov AN-124 Ruslan	L JeK	L4J	A4F	340
A660	Ayres Turbo Thrush (S-2R-T660)	L JeK	L1T	C208	C208
AA5	Gulfstream American AA-5 Traveler	L AvG	L1P	AA5	DHO
AB3	Airbus Industrie A300 pax	L JeK	L2J	AB3	310
AB4	Airbus Industrie A300B2/B4/C4 pax	L JeK	L2J	AB4	310
AB6	Airbus Industrie A300-600 pax	L JeK	L2J	AB6	310
ABB	Airbus Industrie A300-600ST Beluga Freighter	L JeK	L2J	AB6	310
ABF	Airbus Industrie A300 Freighter	L JeK	L2J	AB3	310
AC11	Rockwell Commander	L AvG	L1P	C150	DHO

Code	Aircraft Name	Fuel Type	Description	Representative	
				LTO	Cruise
ACD	Gulfstream/Rockwell (Aero) Commander/Turbo Commander	L JeK	L2T	ACD	NA
ACT	Gulfstream/Rockwell (Aero) Turbo Commander	L JeK	L2T	ACT	NA
AEST	Aerostar 600	L AvG	L2P	AEST	DHO
AJET	Dassault Alpha Jet	L JeK	L2J	FA10	S20
ALO3	Aerospatiale Alouette 3	L JeK	H1T	ALO3	NA
AN4	Antonov AN-24	L JeK	L2T	AN4	NA
AN6	Antonov AN-26 / AN-30 /AN-32	L JeK	L2T	A26	AN6
AN7	Antonov AN-72 / AN-74	L JeK	L2J	AN7	F27
ANF	Antonov AN-12	L JeK	L4T	ANF	NA
APH	Eurocopter (Aerospatiale) SA330 Puma / AS332 Super Puma	L JeK	H2T	S61	NA
ARJ	Avro RJ70 / RJ85 / RJ100 Avroliner	L JeK	L4J	ARJ	146
AS32	Aerospatiale Super Puma	L JeK	H2T	S61	NA
AS50	Aerospatiale Fennec (AS-550)	L JeK	H1T	S61	NA
AS65	Aerospatiale Dolphin (AS-366)	L JeK	H2T	AS65	NA
ASTR	IAI Gulfstream G100	L JeK	L2J	WWP	S20
AT3	AIDC AT-3 Tzu-Chung	L JeK	L2J	AT3	NA
AT43	Aerospatiale/Alenia ATR 42-300 / 320	L JeK	L2T	ATR	AT42
AT5	Aerospatiale/Alenia ATR 42-500	L JeK	L2T	ATR	AT42
AT5T	Air Tractor AT-502	L JeK	L1T	C208	C208
AT7	Aerospatiale/Alenia ATR 72	L JeK	L2T	ATR	AT7
AT8T	Air Tractor AT-802 Fire Boss	L JeK	L1T	C208	NA
ATP	British Aerospace ATP	L JeK	L2T	ATR	AT42
ATR	Aerospatiale/Alenia ATR 42/ ATR 72	L JeK	L2T	ATR	AT42
B06	Agusta AB-206 LongRanger	L JeK	H1T	S61	NA
B11	British Aerospace (BAC) One Eleven / RomBAC One Eleven	L JeK	L2J	B11	B11
B12	British Aerospace (BAC) One Eleven 200	L JeK	L2J	B12	B11
B200	Beech 200 Super King Air	L JeK	L2T	BE20	BE20
B350	Beech Super King Air 350	L JeK	L2T	BE30	B350
B36T	Allison 36 Turbine Bonanza	L JeK	L1T	C208	C208
B412	Bell 412	LJeK	H1T	BH2	NA
B72	Boeing 720B pax	L JeK	L4J	B72	NA
B735	Boeing 737-500	L JeK	L2J	735	734
B74R	Boeing 747SR	LJeK	L4J	74V	741
B74S	Boeing 747SP	L JeK	L4J	B74S	741
BE1	Beechcraft 1900/1900C/1900D	L JeK	L2T	BE1	BE1
BE10	Beech King Air 100	L JeK	L2T	BE10	B350
BE18	Beech 18	L AvG	L2P	BE18	DHO
BE19	Beech 19 Sport	L AvG	L1P	BE19	DHO
BE2	Beechcraft twin piston engines	L AvG	L2P	BE55	DHO
BE20	Beech Huron	L JeK	L2T	BE20	BE20
BE30	Beech Super King Air 300	L JeK	L2T	BE30	B350
BE33	Beech Bonanza 33	L AvG	L1P	BE33	DHO
BE35	Beech Bonanza 35	L AvG	L1P	BE33	DHO
BE36	Beech Bonanza 36	L AvG	L1P	BE33	DHO
BE4	Beech Beechjet	L JeK	L2J	BE40	LOH
BE40	Beech Beechjet	L JeK	L2J	BE40	LOH
BE55	Beech Baron	L AvG	L2P	BE55	DHO
BE58	Beech Baron 58	L AvG	L2P	BE55	DHO
BE76	Beech Duchess	L AvG	L2P	BE55	DHO
BE95	Beech 95 Travel Air	LJeK	L2T	BE10	B350
BE9L	Beech King Air 90	L JeK	L2T	BE10	B350
BEC	Beechcraft light aircraft	L AvG	L1P	BE19	DHO
BEH	Beechcraft 1900D	L JeK	L2T	BE1	BE1
BEP	Beechcraft light aircraft - single engine	L AvG	L1P	BE19	DHO
BES	Beechcfrat 1900/1900C	L JeK	L2T	BE1	BE1
BET	Beechcraft light aircraft - twin turboprop engine	L JeK	L2T	BE20	BE1
BH2	Bell Helicopters	L JeK	H1T	BH2	NA
BNI	Pilatus Britten-Norman BN-2A/B Islander	L AvG	L2P	BNI	DHO
C130	Lockheed Hercules	L JeK	L4T	C130	LOH
C150	Cessna 150	L AvG	L1P	C150	DHO
C160	Transall C-160	L JeK	L2T	C160	NA
C17	Boeing Globemaster 3	L JeK	L4J	C17	NA
C172	Cessna 172 Mescalero	L AvG	L1P	C150	DHO
C177	Cessna 177 Cardinal	L AvG	L1P	C150	DHO
C182	Cessna 182 Skylane	L AvG	L1P	C150	DHO
C185	Cessna 185 Skywagon	L AvG	L1P	C150	DHO
C206	Cessna 206 Stationair	L AvG	L1P	C150	DHO
C208	Cessna 208 Caravan	L JeK	L1T	C208	C208
C210	Cessna 210 Centurion	L AvG	L1P	C150	DHO

Code	Aircraft Name	Fuel Type	Description	Representative	
				LTO	Cruise
C303	Cessna T303 Crusader	L AvG	L2P	C404	DHO
C310	Cessna 310	L AvG	L2P	C337	DHO
C337	Cessna 337 Super Skymaster	L AvG	L2P	C337	DHO
C402	Cessna 402 Businessliner	L AvG	L2P	C404	DHO
C404	Cessna 402 Titan	L AvG	L2P	C404	DHO
C414	Cessna 414 Chancellor	L AvG	L2P	C404	DHO
C421	Cessna 421 Executive Commuter	L AvG	L2P	C404	DHO
C425	Cessna 425 Conquest	L JeK	L2T	C425	NA
C441	Cessna 441 Conquest	L JeK	L2T	C441	NA
C500	Cessna 500 Citation	L JeK	L2J	C500	DHO
C501	Cessna 501 Citation 1SP	L JeK	L2J	C500	DHO
C510	Cessna Citation Muatang	LJeK	L2J	C500	DHO
C525	Cessna 525 Citation	L JeK	L2J	C500	DHO
C550	Cessna 550 Citation 2	L JeK	L2J	C550	DHO
C551	Cessna 551 Citation 2SP	L JeK	L2J	C551	DHO
C560	Cessna 560 Citation 5	L JeK	L2J	C560	S20
C56X	Cessna 560XL Citation Excel	L JeK	L2J	C560	S20
C650	Cessna 650 Citation 3	L JeK	L2J	C680	SH6
C680	Cessna 680 Citation Sovereign	L JeK	L2J	C680	SH6
C750	Cessna 750 Citation 10	L JeK	L2J	C750	F50
CCJ	Canadair Challenger	L JeK	L2J	CCJ	AN6
CCX	Canadair Global Express	L JeK	L2J	CR7	FRJ
CL30	BD-100 Challenge	LJeK	L2J	CL30	NA
CL4	Canadair CL-44	L JeK	L4T	CL4	F28
CN2	Cessna light aircraft - twin piston engines	L AvG	L2P	C404	DHO
CNA	Cessna light aircraft	0	0	C150	DHO
CNJ	Cessna Citation	L JeK	L2J	C500	DHO
CNT	Cessna light aircraft - twin turboprop engines	L JeK	L2T	CNT	NA
CRJ	Canadair Regional Jet	L JeK	L2J	CR1	FRJ
CRV	Aerospatiale (Sud Aviation) Se.210 Caravelle	L JeK	L2J	CRV	D94
CS2	CASA / IPTN 212 Aviocar	L JeK	L2T	CS2	NA
CS5	CASA / IPTN CN-235	L JeK	L2T	CS5	NA
CVF	Convair CV-240 / 440 / 580 / 600 / 640 Freighter	L JeK	L2T	CVF	NA
CVR	Convair CV-240 / 440 / 580 / 600 / 640 pax	L JeK	L2T	CVR	NA
CVY	Convair CV-580 / 600 / 640 Freighter	L JeK	L2T	CVY	BE1
D10	Douglas DC-10 pax	L JeK	L3J	D10	D10
D1F	Douglas DC-10 all Freighters	L JeK	L3J	D10	D10
D1X	Douglas DC-10-10 Freighter	L JeK	L3J	D11	D10
D28	Fairchild Dornier Do.228	L JeK	L2T	D28	BE20
D38	Fairchild Dornier Do.328	L JeK	L2T	FRJ	FRJ
D8F	Douglas DC-8 all Freighters	L JeK	L4J	D8T	340
D8L	Douglas DC-8-62 pax	L JeK	L4J	D8X	340
D8M	Douglas DC-8 all Combi models	L JeK	L4J	DC8	340
D8T	Douglas DC-8-50 Freighter	L JeK	L4J	D8T	340
D8Y	Douglas DC-8-71 / 72 / 73 Freighters	L JeK	L4J	D8Y	340
D9F	Douglas DC-9 all Freighters	L JeK	L2J	D9F	D91
DC3T	Douglas DC-3	L JeK	L2T	DC3T	NA
DC8	Douglas DC-8 all pax models	L JeK	L4J	DC8	340
DC9	Douglas DC-9 all pax models	L JeK	L2J	DC9	D91
DF3	Dassault (Breguet Mystere) Falcon 50 / 900	L JeK	L3J	FA50	F50
DFL	Dassault (Breguet Mystere) Falcon	0	0	FA10	S20
DH1	De Havilland Canada DHC-8-100 Dash 8 / 8Q	L JeK	L2T	DH8	DH8
DH3	De Havilland Canada DHC-8-300 Dash 8 / 8Q	L JeK	L2T	DH8	DH8
DH4	De Havilland Canada DHC-8-400 Dash 8Q	L JeK	L2T	DH8	DH8
DH7	De Havilland Canada DHC-7 Dash 7	L JeK	L4T	DH7	DH7
DH8	De Havilland Canada DHC-8 Dash 8 all models	L JeK	L2T	DH8	DH8
DHB	De Havilland Canada DHC-2 Beaver / Turbo Beaver	L AvG	L1P	DHB	DHO
DHO	De Havilland Canada DHC-3 Otter / Turbo Otter	L AvG	L1P	DHB	DHO
DHP	De Havilland Canada DHC-2 Beaver	L AvG	L1P	DHB	DHO
DHR	De Havilland Canada DHC-2 Turbo-Beaver	L AvG	L1P	DHB	DHO
DHS	De Havilland Canada DHC-3 Otter	L AvG	L1P	DHB	DHO
DHT	De Havilland Canada DHC-6 Twin Otter	L JeK	L2T	DHT	B350
DR40	Robin DN-400	L AvG	L1P	C150	DHO
E121	Embraer 121 Xingu	L JeK	L2T	E121	B350
E3CF	Boeing Sentry	L JeK	L4J	E3CF	NA
E70	Embraer 170	L JeK	L2J	EMJ	FRJ
EM2	Embraer EMB.120 Brasilia	L JeK	L2T	EM2	NA
EMB	Embraer EMB.110 Bandeirnate	L JeK	L2T	EMB	EMB
EMJ	Embraer 170/190	L JeK	L2J	EMJ	FRJ

Code	Aircraft Name	Fuel Type	Description	Representative	
				LTO	Cruise
ER3	Embraer RJ135	L JeK	L2J	ERJ	ERJ
ER4	Embraer RJ145 Amazon	L JeK	L2J	ERJ	ERJ
ERJ	Embraer RJ135 / RJ140 / RJ145	L JeK	L2J	ERJ	ERJ
F16	Lockheed F-16 Fighting Falcon	L JeK	L1J	F16	NA
F27	Fairchild FH.227	L JeK	L2T	FK7	NA
F28	Fokker F.28 Fellowship 3000	L JeK	L2J	F24	F28
F2TH	Dassault Falcon 2000	L JeK	L2J	F2TH	NA
F406	Cessna F406 Caravan 2	L JeK	L2T	F406	F406
F50	Fokker 50	L JeK	L2T	F50	F50
F70	Fokker 70	L JeK	L2J	F70	NA
F900	Dassault Falcon 900	L JeK	L3J	F900	F50
FA10	Dassault Falcon 10	L JeK	L2J	FA10	S20
FA20	Dassault Falcon 20	L JeK	L2J	FA20	S20
FA50	Dassault Falcon 50	L JeK	L3J	FA50	F50
FRJ	Fairchild Dornier 328JET	L JeK	L2J	FRJ	FRJ
GALX	IAI Galaxi	L JeK	L2J	WWP	S20
GLF2	Grumman Gulfstream 2	L JeK	L2J	GLF3	NA
GLF3	Grumman Gulfstream 3	L JeK	L2J	GLF3	NA
GLF4	Grumman Gulfstream 4	L JeK	L2J	GLF4	NA
GLF5	Grumman Gulfstream 5	L JeK	L2J	GLF5	NA
GRG	Grumman G.21 Goose	L AvG	A2P	GRG	B350
GRJ	Gulfstream Aerospace G-1159 Gulfstream II / III / IV / V	L JeK	L2J	GLF3	NA
GRS	Gulfstream Aerospace G-159 Gulfstream I	L JeK	L2T	GRS	NA
H25	British Aerospace (Hawker Siddeley) HS-125	L JeK	L2J	H25	S20
H25B	British Aerospace (Hawker Siddeley) HS-125	L JeK	L2J	H25	S20
H60	Sikorsky Black Hawk	L JeK	H2T	S61	NA
HS7	Hawker Siddeley HS.748	L JeK	L2T	HS7	FRJ
IL6	Ilyushin IL62	L JeK	L4J	IL6	340
IL7	Ilyushin IL76	L JeK	L4J	IL7	340
IL8	Ilyushin IL18	L JeK	L4T	IL8	NA
IL9	Ilyushin IL96 pax	L JeK	L4J	IL9	340
ILW	Ilyushin IL86	L JeK	L4J	ILW	340
J31	British Aerospace Jetstream 31	L JeK	L2T	J31	J31
J41	British Aerospace Jetstream 41	L JeK	L2T	J41	J41
L10	Lockheed L-1011 Tristar pax	L JeK	L3J	L10	D10
L11	Lockheed L-1011 1 / 50 / 100 / 150 / 200 / 250 Tristar pax	L JeK	L3J	L10	D10
L1F	Lockheed L-1011 Tristar Freighter	L JeK	L3J	L10	D10
L29	Aero (2) L-29 Delfin	L JeK	L1J	F16	NA
L4T	LET 410	L JeK	L2T	L4T	NA
LJ31	Learjet 31	L JeK	L2J	LJ31	S20
LJ35	Learjet 35	L JeK	L2J	LJ35	S20
LJ40	Learjet 40	LJeK	L2J	LJ35	S20
LJ45	Learjet 45	L JeK	L2J	LJ35	S20
LJ60	Learjet 60	L JeK	L2J	LJ35	S20
LOE	Lockheed L-188 Electra pax	L JeK	L4T	LOE	NA
LOF	Lockheed L-188 Electra Freighter	L JeK	L4T	LOF	NA
LOH	Lockheed L-182 / 282 / 382 (L-100) Hercules	L JeK	L4T	C130	LOH
LOM	Lockheed L-188 Electra Mixed Configuration	L JeK	L4T	LOM	NA
LRJ	Gates Learjet	L JeK	L2J	LJ23	S20
LYNX	Westland Lynx	L JeK	H2T	S61	NA
M11	McDonnell Douglas MD11 pax	L JeK	L3J	M11	D10
M1F	McDonnell Douglas MD11 Freighter	L JeK	L3J	M11	D10
M1M	McDonnell Douglas MD11 Mixed Configuration	L JeK	L3J	M11	D10
M20P	Mooney M-20	L AvG	L1P	M20P	DHO
M20T	Mooney TLS	L AvG	L1P	M20P	DHO
M80	McDonnell Douglas MD80	L JeK	L2J	M81	M82
M82	McDonnell Douglas MD82	L JeK	L2J	M82	M82
M83	McDonnell Douglas MD83	L JeK	L2J	M83	M82
M88	McDonnell Douglas MD88	L JeK	L2J	M88	M82
M90	McDonnell Douglas MD90	L JeK	L2J	M90	M82
MBH	Eurocopter (MBB) Bo.105	L JeK	H2T	S61	NA
MIH	MIL Mi-8 / Mi-17 / Mi-171 / Mil-172	L JeK	H2T	S61	NA
MU2	Mitsubishi Mu-2	L JeK	L2T	MU2	NA
ND2	Aerospatiale (Nord) 262	L JeK	L2T	ND2	NA
NDC	Aerospatiale SN.601 Corvette	L JeK	L2J	NDC	DHO
P180	Piaggio P-180 Avanti	L JeK	L2T	P180	B350
P28A	Piper Archer 2	L AvG	L1P	P28A	DHO
PA18	Piper Super Club	L AvG	L1P	PA18	DHO
PA2	Piper light aircraft - twin piston engines	L AvG	L2P	PA31	DHO

Code	Aircraft Name	Fuel Type	Description	Representative	
				LTO	Cruise
PA24	Piper Comanche	L AvG	L1P	PA24	DHO
PA27	Piper Aztec	L AvG	L1P	PA27	DHO
PA3	Piper Twin Comanche	L AvG	L2P	PA31	DHO
PA31	Piper Navajo	L AvG	L2P	PA31	DHO
PA32	Piper Saratoga	L AvG	L1P	PA32	DHO
PA34	Piper Seneca	L AvG	L2P	PA44	DHO
PA44	Piper Seminole	L AvG	L2P	PA44	DHO
PA46	Piper Malibu	L AvG	L1P	PA46	DHO
PAG	Piper light aircraft	L AvG	L1P	P28A	DHO
PAT4	Piper T-1040	L JeK	L2T	PAT4	SWM
PL2	Pilatus PC-12	L JeK	L1T	PL2	C208
PL6	Pilatus PC-6 Turbo Porter	L JeK	L1T	PL6	C208
PN6	Partenavia P.68	L AvG	L2P	PN6	DHO
PUMA	Aerospatile Puma	L JeK	H2T	S61	NA
S05F	Siai-Marchetti S-205-20F	L AvG	L1P	C150	DHO
S20	Saab 2000	L JeK	L2T	S20	S20
S58	Sikorsky S-58T	L JeK	H1T	S58	NA
S58P	Sikorsky S-58	L AvG	H1P	S61	NA
S61	Sikorsky S-61	L JeK	H2T	S61	NA
S76	Sikorsky S-76	L JeK	H2T	S61	NA
SA3	Stits Playboy	L AvG	L1P	SA3	DHO
SBR1	North American Sabreliner	L JeK	L2J	SBR1	NA
SF3	Saab SF340A/B	L JeK	L2T	SF3	SF3
SH3	Shorts SD.330	L JeK	L2T	SH3	SH3
SH6	Shorts SD.360	L JeK	L2T	SH6	SH6
SHB	Shorts SC-5 Belfast	L JeK	L4T	SHB	NA
SR20	Cirrus SR-20	L AvG	L1P	C150	DHO
SR22	Cirrus SR-22	L AvG	L1P	C150	DHO
SSC	Aerospatiale/BAC Concorde	L JeK	L4J	SSC	NA
SW2	Swearingen Merlin 2	L JeK	L2T	SW2	NA
SW3	Swearingen Merlin 3	L JeK	L2T	SW3	SHS
SW4	Swearingen Merlin 4	L JeK	L2T	SW4	NA
SWM	Fairchild (Swearingen) SA26 / SA226 / SA227 Metro / Merlin / Expediter	L JeK	L2T	PA31	SWM
T20	Tupolev Tu-204 / Tu-214	L JeK	L2J	T20	NA
TBM	Grumman Avenger	L AvG	L1P	C150	NA
TBM7	Socata TBM-700	L JeK	L1T	TBM7	C208
TOBA	Socata Tobago	L AvG	L1P	C150	DHO
TRIN	Scata Pashosh	L AvG	L1P	C150	DHO
TU3	Tupolev Tu134	L JeK	L2J	TU3	NA
TU5	Tupolev Tu154	L JeK	L3J	TU5	727
VC10	Bac VC-10	L JeK	L4J	VC10	NA
VCV	Vickers Viscount	L JeK	L4T	VCV	NA
WG30	Westland WG-30	L JeK	H2T	S61	NA
WWP	Israel Aircraft Industries 1124 Westwind	L JeK	L2J	WWP	S20
YK2	Yakovlev Yak 42	L JeK	L3J	YK2	NA
YK4	Yakovlev Yak 40	L JeK	L3J	YK4	NA
YK5	Yakovlev Yak 50	L AvG	L1P	C150	DHO

Table C-3: Road transportation energy based implied emission factors (t/TJ) for 2023 for Main Pollutants, Particulate Matter and CO

				Main Pollutants				Particulate Matter				Other
				NOx (as NO_2)	NMVOC	SOx (as SO_2)	NH_3	$PM_{2.5}$	PM_{10}	TSP	BC	CO
Category	Fuel	Segment	Euro Standard	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ
Passenger Cars	Petrol	Mini	Euro 4	0.029	0.1355	0.0004	0.0125	0.005	0.009	0.013	0.0009	0.4539
Passenger Cars	Petrol	Mini	Euro 5	0.019	0.1115	0.0004	0.0062	0.006	0.010	0.014	0.0014	0.4413
Passenger Cars	Petrol	Mini	Euro 6 a/b/c	0.015	0.0767	0.0004	0.0060	0.005	0.009	0.013	0.0009	0.2529
Passenger Cars	Petrol	Mini	Euro 6 d-temp	0.015	0.0634	0.0004	0.0059	0.005	0.009	0.013	0.0009	0.2530
Passenger Cars	Petrol	Mini	Euro 6 d/e	0.015	0.0254	0.0004	0.0058	0.005	0.009	0.013	0.0009	0.2535
Passenger Cars	Petrol	Small	PRE ECE - ECE 15/04	0.779	1.1457	0.0004	0.0007	0.005	0.009	0.013	0.0009	5.7786
Passenger Cars	Petrol	Small	Euro 1	0.202	0.4637	0.0004	0.0302	0.006	0.010	0.014	0.0011	2.0095
Passenger Cars	Petrol	Small	Euro 2	0.098	0.3173	0.0004	0.0397	0.006	0.010	0.014	0.0011	1.1355
Passenger Cars	Petrol	Small	Euro 3	0.043	0.1838	0.0004	0.0109	0.005	0.010	0.014	0.0009	1.0766
Passenger Cars	Petrol	Small	Euro 4	0.024	0.1303	0.0004	0.0105	0.005	0.009	0.013	0.0009	0.3817
Passenger Cars	Petrol	Small	Euro 5	0.016	0.1088	0.0004	0.0053	0.006	0.010	0.014	0.0012	0.3711
Passenger Cars	Petrol	Small	Euro 6 a/b/c	0.013	0.0786	0.0004	0.0051	0.005	0.009	0.013	0.0009	0.2126
Passenger Cars	Petrol	Small	Euro 6 d-temp	0.013	0.0519	0.0004	0.0051	0.005	0.009	0.013	0.0009	0.2129
Passenger Cars	Petrol	Small	Euro 6 d/e	0.013	0.0255	0.0004	0.0049	0.005	0.009	0.013	0.0009	0.2131
Passenger Cars	Petrol	Medium	PRE ECE - ECE 15/04	0.821	0.9885	0.0004	0.0006	0.005	0.009	0.013	0.0009	4.8981
Passenger Cars	Petrol	Medium	Euro 1	0.171	0.2783	0.0004	0.0256	0.005	0.010	0.014	0.0010	1.5841
Passenger Cars	Petrol	Medium	Euro 2	0.087	0.1664	0.0004	0.0355	0.006	0.010	0.015	0.0010	0.9150
Passenger Cars	Petrol	Medium	Euro 3	0.036	0.0961	0.0004	0.0092	0.005	0.009	0.013	0.0008	0.8350
Passenger Cars	Petrol	Medium	Euro 4	0.021	0.0676	0.0004	0.0090	0.005	0.009	0.013	0.0008	0.3058
Passenger Cars	Petrol	Medium	Euro 5	0.014	0.0622	0.0004	0.0045	0.005	0.010	0.014	0.0012	0.2965
Passenger Cars	Petrol	Medium	Euro 6 a/b/c	0.011	0.0410	0.0004	0.0043	0.005	0.009	0.013	0.0008	0.1815
Passenger Cars	Petrol	Medium	Euro 6 d-temp	0.011	0.0335	0.0004	0.0043	0.005	0.009	0.013	0.0008	0.1815
Passenger Cars	Petrol	Medium	Euro 6 d/e	0.011	0.0233	0.0004	0.0041	0.005	0.009	0.013	0.0008	0.1816
Passenger Cars	Petrol	Large-SUV-Executive	PRE ECE - ECE 15/04	0.763	0.9287	0.0004	0.0005	0.005	0.008	0.012	0.0008	4.1363
Passenger Cars	Petrol	Large-SUV-Executive	Euro 1	0.126	0.1845	0.0004	0.0198	0.005	0.009	0.012	0.0008	1.0509
Passenger Cars	Petrol	Large-SUV-Executive	Euro 2	0.059	0.1048	0.0004	0.0258	0.005	0.009	0.012	0.0008	0.5428
Passenger Cars	Petrol	Large-SUV-Executive	Euro 3	0.028	0.0705	0.0004	0.0078	0.005	0.009	0.013	0.0008	0.5897
Passenger Cars	Petrol	Large-SUV-Executive	Euro 4	0.014	0.0430	0.0004	0.0066	0.004	0.008	0.011	0.0007	0.1940
Passenger Cars	Petrol	Large-SUV-Executive	Euro 5	0.009	0.0370	0.0004	0.0033	0.004	0.008	0.011	0.0009	0.1872
Passenger Cars	Petrol	Large-SUV-Executive	Euro 6 a/b/c	0.008	0.0275	0.0004	0.0032	0.004	0.008	0.011	0.0007	0.1329
Passenger Cars	Petrol	Large-SUV-Executive	Euro 6 d-temp	0.008	0.0256	0.0004	0.0031	0.004	0.008	0.011	0.0007	0.1329
Passenger Cars	Petrol	Large-SUV-Executive	Euro 6 d/e	0.008	0.0198	0.0004	0.0030	0.004	0.008	0.011	0.0007	0.1330
Passenger Cars	Petrol Hybrid	All Segments	Euro 4	0.014	0.1047	0.0004	0.0150	0.008	0.014	0.021	0.0014	0.2449
Passenger Cars	Petrol Hybrid	All Segments	Euro 5	0.012	0.0671	0.0004	0.0145	0.009	0.016	0.023	0.0019	0.1901
Passenger Cars	Petrol Hybrid	All Segments	Euro 6 a/b/c	0.004	0.0324	0.0004	0.0102	0.005	0.010	0.015	0.0010	0.1690
Passenger Cars	Petrol Hybrid	All Segments	Euro 6 d-temp	0.005	0.0337	0.0004	0.0106	0.006	0.010	0.015	0.0010	0.1771
Passenger Cars	Petrol Hybrid	All Segments	Euro 6 d	0.004	0.0218	0.0004	0.0104	0.005	0.010	0.015	0.0010	0.1749
Passenger Cars	Diesel	Mini	Euro 4	0.431	0.0095	0.0004	0.0006	0.029	0.035	0.040	0.0182	0.0634
Passenger Cars	Diesel	Mini	Euro 5	0.391	0.0005	0.0004	0.0011	0.007	0.012	0.018	0.0012	0.0226
Passenger Cars	Diesel	Mini	Euro 6 a/b/c	0.360	0.0007	0.0004	0.0042	0.007	0.012	0.018	0.0012	0.0350
Passenger Cars	Diesel	Mini	Euro 6 d-temp	0.060	0.0010	0.0004	0.0042	0.007	0.012	0.018	0.0012	0.0286
Passenger Cars	Diesel	Small	Conventional	0.205	0.0578	0.0004	0.0003	0.098	0.102	0.106	0.0468	0.2368
Passenger Cars	Diesel	Small	Euro 1	0.295	0.0232	0.0004	0.0004	0.049	0.053	0.058	0.0288	0.2014
Passenger Cars	Diesel	Small	Euro 2	0.315	0.0154	0.0004	0.0004	0.031	0.036	0.040	0.0195	0.1427
Passenger Cars	Diesel	Small	Euro 3	0.353	0.0083	0.0004	0.0004	0.025	0.030	0.034	0.0162	0.0420

				Main Pollutants				Particulate Matter				Other
				NOx (as NO_2)	NMVOC	SOx (as SO_2)	NH_3	$PM_{2.5}$	PM_{10}	TSP	BC	CO
Category	Fuel	Segment	Euro Standard	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ
Passenger Cars	Diesel	Small	Euro 4	0.290	0.0064	0.0004	0.0004	0.020	0.025	0.030	0.0124	0.0427
Passenger Cars	Diesel	Small	Euro 5	0.263	0.0005	0.0004	0.0008	0.005	0.010	0.014	0.0009	0.0152
Passenger Cars	Diesel	Small	Euro 6 a/b/c	0.243	0.0007	0.0004	0.0028	0.005	0.010	0.014	0.0009	0.0236
Passenger Cars	Diesel	Small	Euro 6 d-temp	0.040	0.0007	0.0004	0.0028	0.005	0.010	0.014	0.0009	0.0192
Passenger Cars	Diesel	Small	Euro 6 d/e	0.035	0.0007	0.0004	0.0028	0.005	0.010	0.014	0.0009	0.0185
Passenger Cars	Diesel	Medium	Conventional	0.205	0.0578	0.0004	0.0003	0.099	0.103	0.108	0.0469	0.2368
Passenger Cars	Diesel	Medium	Euro 1	0.295	0.0232	0.0004	0.0004	0.049	0.055	0.060	0.0290	0.2014
Passenger Cars	Diesel	Medium	Euro 2	0.315	0.0154	0.0004	0.0004	0.032	0.037	0.042	0.0196	0.1427
Passenger Cars	Diesel	Medium	Euro 3	0.353	0.0083	0.0004	0.0004	0.026	0.032	0.037	0.0163	0.0420
Passenger Cars	Diesel	Medium	Euro 4	0.290	0.0064	0.0004	0.0004	0.021	0.027	0.032	0.0125	0.0427
Passenger Cars	Diesel	Medium	Euro 5	0.263	0.0005	0.0004	0.0008	0.006	0.012	0.017	0.0010	0.0152
Passenger Cars	Diesel	Medium	Euro 6 a/b/c	0.243	0.0007	0.0004	0.0028	0.006	0.012	0.017	0.0010	0.0236
Passenger Cars	Diesel	Medium	Euro 6 d-temp	0.040	0.0007	0.0004	0.0028	0.006	0.012	0.017	0.0010	0.0192
Passenger Cars	Diesel	Medium	Euro 6 d/e	0.035	0.0007	0.0004	0.0028	0.006	0.012	0.017	0.0010	0.0185
Passenger Cars	Diesel	Large-SUV-Executive	Conventional	0.320	0.0578	0.0004	0.0003	0.100	0.105	0.110	0.0470	0.2368
Passenger Cars	Diesel	Large-SUV-Executive	Euro 1	0.220	0.0259	0.0004	0.0003	0.038	0.042	0.047	0.0217	0.1506
Passenger Cars	Diesel	Large-SUV-Executive	Euro 2	0.243	0.0348	0.0004	0.0003	0.025	0.030	0.034	0.0152	0.1101
Passenger Cars	Diesel	Large-SUV-Executive	Euro 3	0.257	0.0137	0.0004	0.0003	0.020	0.024	0.029	0.0120	0.0306
Passenger Cars	Diesel	Large-SUV-Executive	Euro 4	0.211	0.0047	0.0004	0.0003	0.016	0.021	0.025	0.0092	0.0311
Passenger Cars	Diesel	Large-SUV-Executive	Euro 5	0.192	0.0004	0.0004	0.0006	0.005	0.010	0.014	0.0008	0.0111
Passenger Cars	Diesel	Large-SUV-Executive	Euro 6 a/b/c	0.177	0.0005	0.0004	0.0021	0.005	0.010	0.014	0.0008	0.0172
Passenger Cars	Diesel	Large-SUV-Executive	Euro 6 d-temp	0.029	0.0005	0.0004	0.0021	0.005	0.010	0.014	0.0008	0.0140
Passenger Cars	Diesel	Large-SUV-Executive	Euro 6 d/e	0.025	0.0005	0.0004	0.0021	0.005	0.010	0.014	0.0008	0.0135
Passenger Cars	LPG Bifuel	All Segments	Conventional	0.856	0.4182	-	0.0007	0.006	0.010	0.014	0.0010	3.7458
Passenger Cars	LPG Bifuel	All Segments	Euro 1	0.157	0.2352	-	0.0279	0.006	0.010	0.014	0.0010	1.8872
Passenger Cars	LPG Bifuel	All Segments	Euro 2	0.069	0.1019	-	0.0369	0.006	0.010	0.015	0.0010	1.3154
Passenger Cars	LPG Bifuel	All Segments	Euro 3	0.038	0.0513	-	0.0098	0.005	0.010	0.014	0.0009	0.8884
Passenger Cars	LPG Bifuel	All Segments	Euro 4	0.022	0.0254	-	0.0098	0.005	0.010	0.014	0.0009	0.3299
Passenger Cars	LPG Bifuel	All Segments	Euro 5	0.018	0.0254	-	0.0051	0.005	0.010	0.014	0.0009	0.3299
Passenger Cars	LPG Bifuel	All Segments	Euro 6 a/b/c	0.007	0.0019	-	0.0047	0.005	0.009	0.013	0.0008	0.0920
Passenger Cars	LPG Bifuel	All Segments	Euro 6 d-temp	0.008	0.0020	-	0.0048	0.005	0.009	0.013	0.0008	0.0987
Passenger Cars	LPG Bifuel	All Segments	Euro 6 d/e	0.007	0.0019	-	0.0041	0.004	0.008	0.011	0.0007	0.0902
Light Commercial Vehicles	Petrol	N1-I	Conventional	0.320	0.5386	0.0004	0.0005	0.004	0.008	0.011	0.0007	2.1927
Light Commercial Vehicles	Petrol	N1-I	Euro 1	0.171	0.2668	0.0004	0.0255	0.005	0.010	0.014	0.0010	1.6975
Light Commercial Vehicles	Petrol	N1-I	Euro 2	0.087	0.1615	0.0004	0.0352	0.006	0.010	0.015	0.0010	1.0020
Light Commercial Vehicles	Petrol	N1-I	Euro 3	0.036	0.0870	0.0004	0.0092	0.005	0.009	0.013	0.0008	0.9045
Light Commercial Vehicles	Petrol	N1-I	Euro 4	0.021	0.0603	0.0004	0.0090	0.005	0.009	0.013	0.0008	0.3254
Light Commercial Vehicles	Petrol	N1-I	Euro 5	0.014	0.0571	0.0004	0.0045	0.005	0.010	0.014	0.0011	0.3161
Light Commercial Vehicles	Petrol	N1-I	Euro 6 a/b/c	0.011	0.0314	0.0004	0.0045	0.005	0.009	0.013	0.0008	0.1811
Light Commercial Vehicles	Petrol	N1-I	Euro 6 d-temp	0.011	0.0340	0.0004	0.0042	0.005	0.009	0.013	0.0008	0.1811
Light Commercial Vehicles	Petrol	N1-I	Euro 6 d/e	0.011	0.0203	0.0004	0.0042	0.005	0.009	0.013	0.0008	0.1812
Light Commercial Vehicles	Petrol	N1-II & N1-III	Conventional	0.712	1.0438	0.0004	0.0005	0.006	0.010	0.015	0.0010	7.5985
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 1	0.124	0.1682	0.0004	0.0156	0.005	0.008	0.012	0.0009	2.4645
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 2	0.051	0.0842	0.0004	0.0209	0.005	0.009	0.012	0.0009	1.6235
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 3	0.029	0.0675	0.0004	0.0056	0.004	0.008	0.012	0.0008	1.3903
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 4	0.014	0.0383	0.0004	0.0056	0.004	0.008	0.012	0.0008	0.5822
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 5	0.012	0.0526	0.0004	0.0046	0.008	0.014	0.020	0.0016	0.7009
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 6 a/b/c	0.008	0.0350	0.0004	0.0045	0.007	0.013	0.019	0.0012	0.4692
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 6 d-temp	0.008	0.0284	0.0004	0.0043	0.007	0.013	0.019	0.0013	0.4693

				Main Pollutants				Particulate Matter				Other
				NOx (as NO_2)	NMVOC	SOx (as SO_2)	NH_3	$PM_{2.5}$	PM_{10}	TSP	BC	CO
Category	Fuel	Segment	Euro Standard	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 6 d/e	0.008	0.0190	0.0004	0.0042	0.007	0.013	0.019	0.0013	0.4695
Light Commercial Vehicles	Diesel	N1-I	Conventional	0.205	0.0578	0.0004	0.0003	0.099	0.103	0.108	0.0469	0.2368
Light Commercial Vehicles	Diesel	N1-I	Euro 1	0.295	0.0232	0.0004	0.0004	0.049	0.055	0.060	0.0290	0.2014
Light Commercial Vehicles	Diesel	N1-I	Euro 2	0.315	0.0154	0.0004	0.0004	0.032	0.037	0.042	0.0196	0.1427
Light Commercial Vehicles	Diesel	N1-I	Euro 3	0.353	0.0083	0.0004	0.0004	0.026	0.032	0.037	0.0163	0.0420
Light Commercial Vehicles	Diesel	N1-I	Euro 4	0.290	0.0064	0.0004	0.0004	0.021	0.027	0.032	0.0125	0.0427
Light Commercial Vehicles	Diesel	N1-I	Euro 5	0.263	0.0005	0.0004	0.0008	0.006	0.012	0.017	0.0010	0.0152
Light Commercial Vehicles	Diesel	N1-I	Euro 6 a/b/c	0.243	0.0007	0.0004	0.0028	0.006	0.012	0.017	0.0010	0.0236
Light Commercial Vehicles	Diesel	N1-I	Euro 6 d-temp	0.040	0.0007	0.0004	0.0028	0.006	0.012	0.017	0.0010	0.0192
Light Commercial Vehicles	Diesel	N1-I	Euro 6 d/e	0.035	0.0007	0.0004	0.0028	0.006	0.012	0.017	0.0010	0.0185
Light Commercial Vehicles	Diesel	N1-II & N1-III	Conventional	0.491	0.0356	0.0004	0.0002	0.091	0.095	0.100	0.0437	0.3406
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 1	0.349	0.0411	0.0004	0.0003	0.042	0.047	0.052	0.0239	0.1789
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 2	0.349	0.0427	0.0004	0.0003	0.042	0.047	0.052	0.0270	0.1789
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 3	0.294	0.0264	0.0004	0.0003	0.030	0.035	0.040	0.0195	0.1467
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 4	0.238	0.0098	0.0004	0.0003	0.018	0.023	0.028	0.0109	0.1163
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 5	0.492	0.0001	0.0004	0.0005	0.006	0.012	0.017	0.0011	0.0001
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 6 a/b/c	0.402	0.0001	0.0004	0.0020	0.006	0.012	0.017	0.0011	0.0002
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 6 d-temp	0.181	0.0001	0.0004	0.0020	0.006	0.012	0.017	0.0011	0.0002
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 6 d/e	0.050	0.0001	0.0004	0.0020	0.006	0.012	0.017	0.0011	0.0003
Heavy Duty Trucks	Diesel	<=20 t	Conventional	1.009	0.1198	0.0004	0.0004	0.048	0.053	0.059	0.0221	0.3024
Heavy Duty Trucks	Diesel	<=20 t	Euro I	0.739	0.0431	0.0004	0.0004	0.035	0.040	0.047	0.0194	0.1636
Heavy Duty Trucks	Diesel	<=20 t	Euro II	0.831	0.0290	0.0004	0.0004	0.023	0.028	0.035	0.0115	0.1433
Heavy Duty Trucks	Diesel	<=20 t	Euro III	0.637	0.0251	0.0004	0.0004	0.021	0.026	0.032	0.0112	0.1687
Heavy Duty Trucks	Diesel	<=20 t	Euro IV	0.458	0.0042	0.0004	0.0004	0.010	0.015	0.022	0.0035	0.0842
Heavy Duty Trucks	Diesel	<=20 t	Euro V	0.430	0.0043	0.0004	0.0015	0.010	0.016	0.023	0.0040	0.1457
Heavy Duty Trucks	Diesel	<=20 t	Euro VI A/B/C	0.045	0.0029	0.0004	0.0012	0.007	0.012	0.019	0.0010	0.0162
Heavy Duty Trucks	Diesel	<=20 t	Euro VI D/E	0.039	0.0028	0.0004	0.0012	0.007	0.012	0.019	0.0010	0.0162
Heavy Duty Trucks	Diesel	20 - 28 t	Conventional	0.914	0.0456	0.0004	0.0002	0.039	0.043	0.047	0.0183	0.1902
Heavy Duty Trucks	Diesel	20 - 28 t	Euro I	0.752	0.0454	0.0004	0.0003	0.036	0.040	0.045	0.0210	0.1794
Heavy Duty Trucks	Diesel	20 - 28 t	Euro II	0.833	0.0306	0.0004	0.0003	0.022	0.026	0.031	0.0123	0.1604
Heavy Duty Trucks	Diesel	20 - 28 t	Euro III	0.639	0.0276	0.0004	0.0003	0.020	0.023	0.028	0.0114	0.1765
Heavy Duty Trucks	Diesel	20 - 28 t	Euro IV	0.456	0.0046	0.0004	0.0003	0.008	0.012	0.017	0.0034	0.0837
Heavy Duty Trucks	Diesel	20 - 28 t	Euro V	0.415	0.0047	0.0004	0.0011	0.008	0.012	0.018	0.0035	0.1454
Heavy Duty Trucks	Diesel	20 - 28 t	Euro VI A/B/C	0.050	0.0031	0.0004	0.0009	0.005	0.009	0.014	0.0008	0.0179
Heavy Duty Trucks	Diesel	20 - 28 t	Euro VI D/E	0.040	0.0030	0.0004	0.0009	0.005	0.009	0.014	0.0008	0.0179
Heavy Duty Trucks	Diesel	>28 t	Conventional	0.937	0.0406	0.0004	0.0002	0.040	0.043	0.047	0.0188	0.1909
Heavy Duty Trucks	Diesel	>28 t	Euro I	0.753	0.0419	0.0004	0.0002	0.037	0.041	0.046	0.0223	0.1907
Heavy Duty Trucks	Diesel	>28 t	Euro II	0.811	0.0272	0.0004	0.0002	0.023	0.027	0.031	0.0130	0.1677
Heavy Duty Trucks	Diesel	>28 t	Euro III	0.649	0.0245	0.0004	0.0002	0.019	0.023	0.027	0.0112	0.1832
Heavy Duty Trucks	Diesel	>28 t	Euro IV	0.471	0.0045	0.0004	0.0002	0.008	0.011	0.016	0.0033	0.0819
Heavy Duty Trucks	Diesel	>28 t	Euro V	0.384	0.0046	0.0004	0.0009	0.008	0.011	0.016	0.0034	0.1490
Heavy Duty Trucks	Diesel	>28 t	Euro VI A/B/C	0.044	0.0031	0.0004	0.0008	0.004	0.008	0.012	0.0007	0.0150
Heavy Duty Trucks	Diesel	>28 t	Euro VI D/E	0.033	0.0029	0.0004	0.0008	0.004	0.008	0.012	0.0007	0.0150
Buses	Diesel	Urban Buses	Conventional	0.947	0.1552	0.0004	0.0001	0.062	0.065	0.067	0.0303	0.3979
Buses	Diesel	Urban Buses	Euro I	0.746	0.0514	0.0004	0.0001	0.035	0.038	0.041	0.0213	0.2120
Buses	Diesel	Urban Buses	Euro II	0.840	0.0368	0.0004	0.0002	0.019	0.022	0.025	0.0110	0.2137
Buses	Diesel	Urban Buses	Euro III	0.788	0.0326	0.0004	0.0001	0.018	0.021	0.024	0.0108	0.2138
Buses	Diesel	Urban Buses	Euro IV	0.520	0.0054	0.0004	0.0002	0.008	0.011	0.014	0.0036	0.1116
Buses	Diesel	Urban Buses	Euro V	0.596	0.0048	0.0004	0.0006	0.010	0.014	0.017	0.0057	0.2211

				Main Pollutants				Particulate Matter				Other
				NOx (as NO_2)	NMVOC	SOx (as SO_2)	NH_3	$PM_{2.5}$	PM_{10}	TSP	BC	CO
Category	Fuel	Segment	Euro Standard	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ	t/TJ
Buses	Diesel	Urban Buses	Euro VI A/B/C	0.119	0.0030	0.0004	0.0005	0.004	0.007	0.010	0.0005	0.0293
Buses	Diesel	Urban Buses	Euro VI D/E	0.115	0.0030	0.0004	0.0005	0.004	0.007	0.009	0.0005	0.0293
Buses	Diesel	Coaches	Conventional	0.945	0.0415	0.0004	0.0003	0.037	0.041	0.046	0.0169	0.1702
Buses	Diesel	Coaches	Euro I	0.782	0.0438	0.0004	0.0003	0.032	0.036	0.042	0.0185	0.1600
Buses	Diesel	Coaches	Euro II	0.861	0.0299	0.0004	0.0003	0.020	0.024	0.030	0.0109	0.1411
Buses	Diesel	Coaches	Euro III	0.655	0.0284	0.0004	0.0003	0.019	0.023	0.029	0.0107	0.1617
Buses	Diesel	Coaches	Euro IV	0.468	0.0045	0.0004	0.0003	0.008	0.012	0.018	0.0034	0.0840
Buses	Diesel	Coaches	Euro V	0.299	0.0040	0.0004	0.0011	0.008	0.012	0.018	0.0036	0.1267
Buses	Diesel	Coaches	Euro VI A/B/C	0.020	0.0029	0.0004	0.0009	0.005	0.009	0.014	0.0008	0.0169
Buses	Diesel	Coaches	Euro VI D/E	0.020	0.0029	0.0004	0.0009	0.005	0.009	0.014	0.0008	0.0169
Buses	CNG	Urban CNG Buses	Euro III	0.458	0.0009	-	0.0023	0.003	0.006	0.008	0.0003	0.0458
Buses	CNG	Urban CNG Buses	EEV	0.208	0.0108	-	0.0022	0.003	0.005	0.008	0.0003	0.0541
L-Category	Petrol	Mopeds 2-stroke <50 cm^3	Conventional	0.049	8.0890	0.0004	0.0009	0.160	0.165	0.170	0.0318	12.8473
L-Category	Petrol	Mopeds 2-stroke <50 cm^3	Euro 1	0.198	4.5144	0.0004	0.0011	0.057	0.064	0.070	0.0063	5.0524
L-Category	Petrol	Mopeds 2-stroke <50 cm^3	Euro 2	0.188	3.5345	0.0004	0.0011	0.036	0.043	0.049	0.0071	3.0965
L-Category	Petrol	Mopeds 2-stroke <50 cm^3	Euro 3	0.514	2.5702	0.0004	0.0013	0.019	0.028	0.035	0.0037	4.3325
L-Category	Petrol	Mopeds 2-stroke <50 cm^3	Euro 4	0.060	0.9250	0.0004	0.0014	0.012	0.020	0.028	0.0021	3.0062
L-Category	Petrol	Mopeds 2-stroke <50 cm^3	Euro 5	0.060	0.9667	0.0004	0.0014	0.012	0.020	0.028	0.0021	3.0001
L-Category	Petrol	Mopeds 4-stroke <50 cm^3	Conventional	0.049	8.0890	0.0004	0.0009	0.160	0.165	0.170	0.0164	12.8473
L-Category	Petrol	Mopeds 4-stroke <50 cm^3	Euro 1	0.242	1.6368	0.0004	0.0011	0.051	0.058	0.064	0.0101	7.3589
L-Category	Petrol	Mopeds 4-stroke <50 cm^3	Euro 2	0.188	1.5329	0.0004	0.0011	0.015	0.022	0.028	0.0029	4.6447
L-Category	Petrol	Mopeds 4-stroke <50 cm^3	Euro 3	0.514	2.5702	0.0004	0.0013	0.019	0.028	0.035	0.0037	4.3325
L-Category	Petrol	Mopeds 4-stroke <50 cm^3	Euro 4	0.060	0.9250	0.0004	0.0014	0.012	0.020	0.028	0.0021	3.0062
L-Category	Petrol	Mopeds 4-stroke <50 cm^3	Euro 5	0.060	0.9667	0.0004	0.0014	0.012	0.020	0.028	0.0021	3.0001
L-Category	Petrol	Motorcycles 2-stroke >50 cm^3	Conventional	0.021	7.1744	0.0004	0.0013	0.134	0.137	0.141	0.0137	13.5997
L-Category	Petrol	Motorcycles 2-stroke >50 cm^3	Euro 1	0.034	2.9371	0.0004	0.0014	0.061	0.064	0.068	0.0121	9.7850
L-Category	Petrol	Motorcycles 2-stroke >50 cm^3	Euro 2	0.039	1.7080	0.0004	0.0014	0.033	0.036	0.040	0.0064	7.7695
L-Category	Petrol	Motorcycles 2-stroke >50 cm^3	Euro 3	0.073	1.5618	0.0004	0.0023	0.020	0.025	0.031	0.0038	8.0602
L-Category	Petrol	Motorcycles 2-stroke >50 cm^3	Euro 4	0.062	1.6129	0.0004	0.0022	0.019	0.024	0.030	0.0037	9.5169
L-Category	Petrol	Motorcycles 2-stroke >50 cm^3	Euro 5	0.041	1.0606	0.0004	0.0022	0.019	0.024	0.030	0.0037	10.8768
L-Category	Petrol	Motorcycles 4-stroke <250 cm^3	Conventional	0.256	1.0787	0.0004	0.0013	0.017	0.020	0.024	0.0027	13.3205
L-Category	Petrol	Motorcycles 4-stroke <250 cm^3	Euro 1	0.330	1.0693	0.0004	0.0016	0.021	0.025	0.029	0.0049	13.0390
L-Category	Petrol	Motorcycles 4-stroke <250 cm^3	Euro 2	0.363	0.6291	0.0004	0.0020	0.010	0.015	0.020	0.0022	5.8418
L-Category	Petrol	Motorcycles 4-stroke <250 cm^3	Euro 3	0.100	0.2187	0.0004	0.0023	0.012	0.017	0.023	0.0026	1.8972
L-Category	Petrol	Motorcycles 4-stroke <250 cm^3	Euro 4	0.033	0.1905	0.0004	0.0020	0.006	0.011	0.016	0.0012	1.8001
L-Category	Petrol	Motorcycles 4-stroke <250 cm^3	Euro 5	0.035	0.1375	0.0004	0.0021	0.006	0.011	0.016	0.0011	0.7945
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm^3	Conventional	0.240	1.3173	0.0004	0.0010	0.013	0.015	0.017	0.0020	12.4552
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm^3	Euro 1	0.220	0.8523	0.0004	0.0010	0.013	0.016	0.018	0.0031	7.2138
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm^3	Euro 2	0.111	0.5552	0.0004	0.0011	0.006	0.009	0.012	0.0013	3.5896
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm^3	Euro 3	0.030	0.1648	0.0004	0.0008	0.004	0.006	0.008	0.0009	0.2490
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm^3	Euro 4	0.016	0.1147	0.0004	0.0010	0.003	0.005	0.008	0.0006	0.1938
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm^3	Euro 5	0.039	0.1777	0.0004	0.0013	0.004	0.007	0.011	0.0008	0.8027
L-Category	Petrol	Motorcycles 4-stroke >750 cm^3	Conventional	0.132	1.4390	0.0004	0.0009	0.011	0.013	0.015	0.0017	10.8596
L-Category	Petrol	Motorcycles 4-stroke >750 cm^3	Euro 1	0.146	0.8265	0.0004	0.0009	0.012	0.014	0.016	0.0028	6.3708
L-Category	Petrol	Motorcycles 4-stroke >750 cm^3	Euro 2	0.163	0.4787	0.0004	0.0009	0.005	0.007	0.009	0.0010	2.9142
L-Category	Petrol	Motorcycles 4-stroke >750 cm^3	Euro 3	0.030	0.2108	0.0004	0.0008	0.004	0.006	0.008	0.0009	0.2490
L-Category	Petrol	Motorcycles 4-stroke >750 cm^3	Euro 4	0.015	0.1511	0.0004	0.0010	0.003	0.005	0.008	0.0006	0.1934
L-Category	Petrol	Motorcycles 4-stroke >750 cm^3	Euro 5	0.016	0.1574	0.0004	0.0009	0.003	0.005	0.008	0.0006	0.2601

Table C-4: Road transportation energy based implied emission factors (kg/TJ) for 2023 for Heavy Metals

				Priority Heavy Metals			Additional Heavy Metals					
				Pb	Cd	Hg	As	Cr	Cu	Ni	Se	Zn
Category	Fuel	Segment	Euro Standard	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ
Passenger Cars	Petrol	Mini	Euro 4	0.173	0.00040	0.00020	0.00029	0.0104	0.249	0.0035	0.00046	0.096
Passenger Cars	Petrol	Mini	Euro 5	0.174	0.00040	0.00020	0.00029	0.0104	0.249	0.0035	0.00046	0.096
Passenger Cars	Petrol	Mini	Euro 6 a/b/c	0.174	0.00039	0.00020	0.00029	0.0104	0.248	0.0034	0.00045	0.095
Passenger Cars	Petrol	Mini	Euro 6 d-temp	0.174	0.00039	0.00020	0.00029	0.0104	0.247	0.0034	0.00045	0.095
Passenger Cars	Petrol	Mini	Euro 6 d/e	0.174	0.00038	0.00020	0.00029	0.0104	0.246	0.0033	0.00044	0.094
Passenger Cars	Petrol	Small	PRE ECE - ECE 15/04	0.171	0.00035	0.00020	0.00029	0.0103	0.242	0.0031	0.00040	0.088
Passenger Cars	Petrol	Small	Euro 1	0.174	0.00037	0.00020	0.00030	0.0109	0.256	0.0033	0.00042	0.094
Passenger Cars	Petrol	Small	Euro 2	0.175	0.00037	0.00020	0.00031	0.0110	0.258	0.0033	0.00042	0.094
Passenger Cars	Petrol	Small	Euro 3	0.175	0.00037	0.00020	0.00031	0.0110	0.257	0.0033	0.00042	0.094
Passenger Cars	Petrol	Small	Euro 4	0.174	0.00036	0.00020	0.00030	0.0107	0.250	0.0032	0.00041	0.091
Passenger Cars	Petrol	Small	Euro 5	0.175	0.00036	0.00020	0.00030	0.0107	0.250	0.0032	0.00041	0.091
Passenger Cars	Petrol	Small	Euro 6 a/b/c	0.175	0.00035	0.00020	0.00030	0.0106	0.249	0.0032	0.00041	0.091
Passenger Cars	Petrol	Small	Euro 6 d-temp	0.175	0.00035	0.00020	0.00030	0.0106	0.249	0.0031	0.00040	0.090
Passenger Cars	Petrol	Small	Euro 6 d/e	0.175	0.00034	0.00020	0.00030	0.0106	0.247	0.0031	0.00039	0.090
Passenger Cars	Petrol	Medium	PRE ECE - ECE 15/04	0.172	0.00031	0.00020	0.00029	0.0102	0.236	0.0028	0.00036	0.083
Passenger Cars	Petrol	Medium	Euro 1	0.176	0.00033	0.00020	0.00031	0.0109	0.252	0.0030	0.00038	0.088
Passenger Cars	Petrol	Medium	Euro 2	0.177	0.00034	0.00020	0.00032	0.0114	0.265	0.0032	0.00040	0.093
Passenger Cars	Petrol	Medium	Euro 3	0.176	0.00033	0.00020	0.00031	0.0109	0.252	0.0030	0.00038	0.088
Passenger Cars	Petrol	Medium	Euro 4	0.175	0.00032	0.00020	0.00030	0.0107	0.248	0.0030	0.00037	0.087
Passenger Cars	Petrol	Medium	Euro 5	0.175	0.00032	0.00020	0.00030	0.0107	0.248	0.0030	0.00037	0.087
Passenger Cars	Petrol	Medium	Euro 6 a/b/c	0.175	0.00032	0.00020	0.00030	0.0107	0.248	0.0029	0.00037	0.087
Passenger Cars	Petrol	Medium	Euro 6 d-temp	0.176	0.00031	0.00020	0.00030	0.0107	0.247	0.0029	0.00036	0.086
Passenger Cars	Petrol	Medium	Euro 6 d/e	0.176	0.00031	0.00020	0.00030	0.0106	0.246	0.0029	0.00036	0.085
Passenger Cars	Petrol	Large-SUV-Executive	PRE ECE - ECE 15/04	0.170	0.00026	0.00020	0.00027	0.0094	0.215	0.0024	0.00030	0.073
Passenger Cars	Petrol	Large-SUV-Executive	Euro 1	0.173	0.00027	0.00020	0.00028	0.0098	0.225	0.0026	0.00031	0.076
Passenger Cars	Petrol	Large-SUV-Executive	Euro 2	0.173	0.00027	0.00020	0.00028	0.0097	0.223	0.0025	0.00031	0.075
Passenger Cars	Petrol	Large-SUV-Executive	Euro 3	0.176	0.00030	0.00020	0.00031	0.0107	0.246	0.0028	0.00034	0.083
Passenger Cars	Petrol	Large-SUV-Executive	Euro 4	0.172	0.00025	0.00020	0.00026	0.0091	0.209	0.0024	0.00029	0.071
Passenger Cars	Petrol	Large-SUV-Executive	Euro 5	0.172	0.00025	0.00020	0.00026	0.0091	0.209	0.0024	0.00029	0.071
Passenger Cars	Petrol	Large-SUV-Executive	Euro 6 a/b/c	0.172	0.00025	0.00020	0.00026	0.0091	0.208	0.0024	0.00029	0.070
Passenger Cars	Petrol	Large-SUV-Executive	Euro 6 d-temp	0.172	0.00024	0.00020	0.00026	0.0091	0.208	0.0023	0.00028	0.070
Passenger Cars	Petrol	Large-SUV-Executive	Euro 6 d/e	0.172	0.00024	0.00020	0.00026	0.0091	0.207	0.0023	0.00028	0.070
Passenger Cars	Petrol Hybrid	All Segments	Euro 4	0.183	0.00050	0.00020	0.00040	0.0142	0.335	0.0044	0.00059	0.132
Passenger Cars	Petrol Hybrid	All Segments	Euro 5	0.187	0.00050	0.00020	0.00043	0.0153	0.359	0.0045	0.00059	0.138
Passenger Cars	Petrol Hybrid	All Segments	Euro 6 a/b/c	0.174	0.00034	0.00020	0.00029	0.0102	0.238	0.0031	0.00041	0.093
Passenger Cars	Petrol Hybrid	All Segments	Euro 6 d-temp	0.175	0.00035	0.00020	0.00030	0.0105	0.245	0.0032	0.00042	0.096
Passenger Cars	Petrol Hybrid	All Segments	Euro 6 d	0.175	0.00034	0.00020	0.00029	0.0103	0.241	0.0031	0.00041	0.094
Passenger Cars	Diesel	Mini	Euro 4	0.034	0.00056	0.00013	0.00039	0.0145	0.346	0.0048	0.00064	0.133
Passenger Cars	Diesel	Mini	Euro 5	0.034	0.00056	0.00013	0.00039	0.0145	0.346	0.0048	0.00064	0.133
Passenger Cars	Diesel	Mini	Euro 6 a/b/c	0.034	0.00055	0.00013	0.00039	0.0144	0.344	0.0047	0.00063	0.132
Passenger Cars	Diesel	Mini	Euro 6 d-temp	0.034	0.00054	0.00013	0.00039	0.0144	0.342	0.0046	0.00062	0.131
Passenger Cars	Diesel	Small	Conventional	0.022	0.00032	0.00013	0.00026	0.0095	0.221	0.0028	0.00037	0.081
Passenger Cars	Diesel	Small	Euro 1	0.027	0.00039	0.00013	0.00032	0.0116	0.271	0.0035	0.00045	0.099
Passenger Cars	Diesel	Small	Euro 2	0.027	0.00038	0.00013	0.00031	0.0112	0.262	0.0033	0.00043	0.096
Passenger Cars	Diesel	Small	Euro 3	0.028	0.00040	0.00013	0.00032	0.0119	0.278	0.0035	0.00046	0.101
Passenger Cars	Diesel	Small	Euro 4	0.028	0.00040	0.00013	0.00032	0.0119	0.278	0.0035	0.00046	0.101

				Priority Heavy Metals			Additional Heavy Metals					
				Pb	Cd	Hg	As	Cr	Cu	Ni	Se	Zn
Category	Fuel	Segment	Euro Standard	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ
Passenger Cars	Diesel	Small	Euro 5	0.028	0.00040	0.00013	0.00032	0.0119	0.278	0.0035	0.00046	0.101
Passenger Cars	Diesel	Small	Euro 6 a/b/c	0.028	0.00039	0.00013	0.00032	0.0118	0.277	0.0035	0.00045	0.101
Passenger Cars	Diesel	Small	Euro 6 d-temp	0.028	0.00038	0.00013	0.00032	0.0118	0.275	0.0034	0.00045	0.100
Passenger Cars	Diesel	Small	Euro 6 d/e	0.028	0.00037	0.00013	0.00032	0.0118	0.273	0.0034	0.00043	0.099
Passenger Cars	Diesel	Medium	Conventional	0.027	0.00034	0.00013	0.00031	0.0111	0.256	0.0031	0.00039	0.090
Passenger Cars	Diesel	Medium	Euro 1	0.033	0.00041	0.00013	0.00038	0.0136	0.315	0.0037	0.00048	0.110
Passenger Cars	Diesel	Medium	Euro 2	0.032	0.00040	0.00013	0.00036	0.0131	0.305	0.0036	0.00046	0.107
Passenger Cars	Diesel	Medium	Euro 3	0.034	0.00042	0.00013	0.00039	0.0139	0.323	0.0039	0.00049	0.113
Passenger Cars	Diesel	Medium	Euro 4	0.034	0.00042	0.00013	0.00039	0.0139	0.323	0.0039	0.00049	0.113
Passenger Cars	Diesel	Medium	Euro 5	0.034	0.00042	0.00013	0.00039	0.0139	0.323	0.0039	0.00049	0.113
Passenger Cars	Diesel	Medium	Euro 6 a/b/c	0.034	0.00041	0.00013	0.00039	0.0139	0.322	0.0038	0.00048	0.112
Passenger Cars	Diesel	Medium	Euro 6 d-temp	0.034	0.00041	0.00013	0.00039	0.0139	0.321	0.0037	0.00047	0.111
Passenger Cars	Diesel	Medium	Euro 6 d/e	0.034	0.00040	0.00013	0.00039	0.0138	0.319	0.0037	0.00046	0.110
Passenger Cars	Diesel	Large-SUV-Executive	Conventional	0.031	0.00035	0.00013	0.00036	0.0128	0.294	0.0033	0.00041	0.099
Passenger Cars	Diesel	Large-SUV-Executive	Euro 1	0.029	0.00032	0.00013	0.00033	0.0118	0.270	0.0030	0.00038	0.091
Passenger Cars	Diesel	Large-SUV-Executive	Euro 2	0.029	0.00032	0.00013	0.00033	0.0118	0.270	0.0030	0.00038	0.091
Passenger Cars	Diesel	Large-SUV-Executive	Euro 3	0.029	0.00032	0.00013	0.00033	0.0118	0.270	0.0030	0.00038	0.091
Passenger Cars	Diesel	Large-SUV-Executive	Euro 4	0.029	0.00032	0.00013	0.00033	0.0118	0.270	0.0030	0.00038	0.091
Passenger Cars	Diesel	Large-SUV-Executive	Euro 5	0.029	0.00032	0.00013	0.00033	0.0118	0.270	0.0030	0.00038	0.091
Passenger Cars	Diesel	Large-SUV-Executive	Euro 6 a/b/c	0.029	0.00032	0.00013	0.00033	0.0117	0.269	0.0030	0.00037	0.091
Passenger Cars	Diesel	Large-SUV-Executive	Euro 6 d-temp	0.029	0.00031	0.00013	0.00033	0.0117	0.268	0.0030	0.00037	0.090
Passenger Cars	Diesel	Large-SUV-Executive	Euro 6 d/e	0.029	0.00030	0.00013	0.00033	0.0117	0.266	0.0029	0.00036	0.089
Passenger Cars	LPG Bifuel	All Segments	Conventional	0.027	0.00035	-	0.00030	0.0109	0.258	0.0032	0.00041	0.092
Passenger Cars	LPG Bifuel	All Segments	Euro 1	0.027	0.00034	-	0.00030	0.0109	0.257	0.0031	0.00039	0.090
Passenger Cars	LPG Bifuel	All Segments	Euro 2	0.028	0.00034	-	0.00031	0.0113	0.265	0.0031	0.00040	0.092
Passenger Cars	LPG Bifuel	All Segments	Euro 3	0.028	0.00034	-	0.00032	0.0113	0.266	0.0031	0.00040	0.093
Passenger Cars	LPG Bifuel	All Segments	Euro 4	0.027	0.00034	-	0.00031	0.0112	0.264	0.0031	0.00040	0.092
Passenger Cars	LPG Bifuel	All Segments	Euro 5	0.028	0.00034	-	0.00032	0.0114	0.269	0.0032	0.00040	0.093
Passenger Cars	LPG Bifuel	All Segments	Euro 6 a/b/c	0.026	0.00031	-	0.00029	0.0104	0.245	0.0029	0.00037	0.085
Passenger Cars	LPG Bifuel	All Segments	Euro 6 d-temp	0.025	0.00032	-	0.00028	0.0101	0.238	0.0029	0.00037	0.085
Passenger Cars	LPG Bifuel	All Segments	Euro 6 d/e	0.021	0.00028	-	0.00024	0.0088	0.207	0.0025	0.00033	0.074
Light Commercial Vehicles	Petrol	N1-I	Conventional	0.168	0.00026	0.00020	0.00024	0.0086	0.200	0.0024	0.00030	0.070
Light Commercial Vehicles	Petrol	N1-I	Euro 1	0.175	0.00033	0.00020	0.00031	0.0109	0.252	0.0030	0.00038	0.088
Light Commercial Vehicles	Petrol	N1-I	Euro 2	0.177	0.00034	0.00020	0.00032	0.0114	0.265	0.0032	0.00040	0.093
Light Commercial Vehicles	Petrol	N1-I	Euro 3	0.176	0.00033	0.00020	0.00031	0.0108	0.251	0.0030	0.00038	0.088
Light Commercial Vehicles	Petrol	N1-I	Euro 4	0.175	0.00032	0.00020	0.00030	0.0107	0.248	0.0030	0.00037	0.087
Light Commercial Vehicles	Petrol	N1-I	Euro 5	0.175	0.00032	0.00020	0.00030	0.0107	0.248	0.0030	0.00037	0.087
Light Commercial Vehicles	Petrol	N1-I	Euro 6 a/b/c	0.176	0.00032	0.00020	0.00030	0.0107	0.247	0.0029	0.00037	0.086
Light Commercial Vehicles	Petrol	N1-I	Euro 6 d-temp	0.175	0.00031	0.00020	0.00030	0.0106	0.246	0.0029	0.00036	0.086
Light Commercial Vehicles	Petrol	N1-I	Euro 6 d/e	0.176	0.00031	0.00020	0.00030	0.0106	0.245	0.0029	0.00036	0.085
Light Commercial Vehicles	Petrol	N1-II & N1-III	Conventional	0.174	0.00028	0.00020	0.00032	0.0110	0.251	0.0027	0.00034	0.089
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 1	0.172	0.00023	0.00020	0.00027	0.0093	0.210	0.0023	0.00029	0.075
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 2	0.173	0.00023	0.00020	0.00027	0.0093	0.210	0.0023	0.00029	0.075
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 3	0.173	0.00023	0.00020	0.00027	0.0093	0.210	0.0023	0.00029	0.075
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 4	0.173	0.00023	0.00020	0.00027	0.0093	0.211	0.0023	0.00029	0.075
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 5	0.186	0.00037	0.00020	0.00043	0.0147	0.335	0.0036	0.00045	0.119
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 6 a/b/c	0.186	0.00037	0.00020	0.00043	0.0147	0.335	0.0036	0.00045	0.118
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 6 d-temp	0.186	0.00036	0.00020	0.00043	0.0146	0.334	0.0035	0.00044	0.118
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 6 d/e	0.186	0.00035	0.00020	0.00043	0.0146	0.333	0.0035	0.00044	0.117
Light Commercial Vehicles	Diesel	N1-I	Conventional	0.027	0.00034	0.00013	0.00031	0.0111	0.256	0.0031	0.00039	0.090

				Priority Heavy Metals			Additional Heavy Metals					
				Pb	Cd	Hg	As	Cr	Cu	Ni	Se	Zn
Category	Fuel	Segment	Euro Standard	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ
Light Commercial Vehicles	Diesel	N1-I	Euro 1	0.033	0.00041	0.00013	0.00038	0.0136	0.315	0.0037	0.00048	0.110
Light Commercial Vehicles	Diesel	N1-I	Euro 2	0.032	0.00040	0.00013	0.00036	0.0131	0.305	0.0036	0.00046	0.107
Light Commercial Vehicles	Diesel	N1-I	Euro 3	0.034	0.00042	0.00013	0.00039	0.0139	0.323	0.0039	0.00049	0.113
Light Commercial Vehicles	Diesel	N1-I	Euro 4	0.034	0.00042	0.00013	0.00039	0.0139	0.323	0.0039	0.00049	0.113
Light Commercial Vehicles	Diesel	N1-I	Euro 5	0.034	0.00042	0.00013	0.00039	0.0139	0.323	0.0039	0.00049	0.113
Light Commercial Vehicles	Diesel	N1-I	Euro 6 a/b/c	0.034	0.00041	0.00013	0.00039	0.0139	0.322	0.0038	0.00048	0.112
Light Commercial Vehicles	Diesel	N1-I	Euro 6 d-temp	0.034	0.00041	0.00013	0.00039	0.0139	0.321	0.0037	0.00047	0.111
Light Commercial Vehicles	Diesel	N1-I	Euro 6 d/e	0.034	0.00040	0.00013	0.00039	0.0138	0.319	0.0037	0.00046	0.110
Light Commercial Vehicles	Diesel	N1-II & N1-III	Conventional	0.027	0.00028	0.00013	0.00032	0.0111	0.252	0.0027	0.00034	0.089
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 1	0.030	0.00031	0.00013	0.00035	0.0123	0.280	0.0030	0.00038	0.099
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 2	0.030	0.00031	0.00013	0.00035	0.0123	0.280	0.0030	0.00038	0.099
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 3	0.030	0.00031	0.00013	0.00035	0.0123	0.280	0.0030	0.00038	0.099
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 4	0.030	0.00031	0.00013	0.00035	0.0123	0.280	0.0030	0.00038	0.099
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 5	0.033	0.00034	0.00013	0.00038	0.0133	0.303	0.0032	0.00041	0.107
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 6 a/b/c	0.033	0.00033	0.00013	0.00038	0.0133	0.302	0.0032	0.00041	0.107
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 6 d-temp	0.033	0.00033	0.00013	0.00038	0.0133	0.301	0.0032	0.00040	0.106
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 6 d/e	0.033	0.00032	0.00013	0.00038	0.0132	0.300	0.0031	0.00039	0.105
Heavy Duty Trucks	Diesel	<=20 t	Conventional	0.023	0.00019	0.00013	0.00026	0.0092	0.204	0.0019	0.00023	0.065
Heavy Duty Trucks	Diesel	<=20 t	Euro I	0.026	0.00021	0.00013	0.00030	0.0103	0.230	0.0022	0.00026	0.073
Heavy Duty Trucks	Diesel	<=20 t	Euro II	0.026	0.00021	0.00013	0.00030	0.0105	0.233	0.0022	0.00026	0.076
Heavy Duty Trucks	Diesel	<=20 t	Euro III	0.023	0.00019	0.00013	0.00027	0.0093	0.207	0.0020	0.00025	0.073
Heavy Duty Trucks	Diesel	<=20 t	Euro IV	0.024	0.00020	0.00013	0.00028	0.0096	0.213	0.0020	0.00026	0.077
Heavy Duty Trucks	Diesel	<=20 t	Euro V	0.025	0.00021	0.00013	0.00029	0.0098	0.219	0.0021	0.00027	0.080
Heavy Duty Trucks	Diesel	<=20 t	Euro VI A/B/C	0.025	0.00021	0.00013	0.00028	0.0097	0.217	0.0021	0.00027	0.080
Heavy Duty Trucks	Diesel	<=20 t	Euro VI D/E	0.025	0.00021	0.00013	0.00028	0.0097	0.216	0.0021	0.00027	0.080
Heavy Duty Trucks	Diesel	20 - 28 t	Conventional	0.015	0.00013	0.00013	0.00017	0.0060	0.131	0.0013	0.00017	0.049
Heavy Duty Trucks	Diesel	20 - 28 t	Euro I	0.017	0.00014	0.00013	0.00020	0.0068	0.151	0.0015	0.00019	0.057
Heavy Duty Trucks	Diesel	20 - 28 t	Euro II	0.018	0.00015	0.00013	0.00021	0.0070	0.155	0.0015	0.00020	0.058
Heavy Duty Trucks	Diesel	20 - 28 t	Euro III	0.017	0.00014	0.00013	0.00020	0.0068	0.150	0.0014	0.00019	0.056
Heavy Duty Trucks	Diesel	20 - 28 t	Euro IV	0.018	0.00015	0.00013	0.00021	0.0070	0.155	0.0015	0.00020	0.058
Heavy Duty Trucks	Diesel	20 - 28 t	Euro V	0.018	0.00015	0.00013	0.00021	0.0072	0.159	0.0015	0.00020	0.060
Heavy Duty Trucks	Diesel	20 - 28 t	Euro VI A/B/C	0.018	0.00015	0.00013	0.00021	0.0071	0.157	0.0015	0.00020	0.059
Heavy Duty Trucks	Diesel	20 - 28 t	Euro VI D/E	0.018	0.00015	0.00013	0.00021	0.0071	0.157	0.0015	0.00020	0.059
Heavy Duty Trucks	Diesel	>28 t	Conventional	0.013	0.00011	0.00013	0.00015	0.0050	0.108	0.0011	0.00017	0.053
Heavy Duty Trucks	Diesel	>28 t	Euro I	0.014	0.00013	0.00013	0.00017	0.0056	0.121	0.0012	0.00020	0.062
Heavy Duty Trucks	Diesel	>28 t	Euro II	0.014	0.00013	0.00013	0.00017	0.0057	0.123	0.0012	0.00020	0.061
Heavy Duty Trucks	Diesel	>28 t	Euro III	0.014	0.00013	0.00013	0.00017	0.0056	0.123	0.0012	0.00019	0.059
Heavy Duty Trucks	Diesel	>28 t	Euro IV	0.015	0.00013	0.00013	0.00018	0.0062	0.136	0.0013	0.00018	0.052
Heavy Duty Trucks	Diesel	>28 t	Euro V	0.016	0.00013	0.00013	0.00018	0.0063	0.139	0.0013	0.00018	0.052
Heavy Duty Trucks	Diesel	>28 t	Euro VI A/B/C	0.016	0.00013	0.00013	0.00018	0.0063	0.138	0.0013	0.00018	0.052
Heavy Duty Trucks	Diesel	>28 t	Euro VI D/E	0.016	0.00013	0.00013	0.00018	0.0063	0.138	0.0013	0.00018	0.052
Buses	Diesel	Urban Buses	Conventional	0.015	0.00023	0.00013	0.00017	0.0066	0.154	0.0020	0.00025	0.051
Buses	Diesel	Urban Buses	Euro I	0.017	0.00027	0.00013	0.00020	0.0075	0.175	0.0023	0.00029	0.059
Buses	Diesel	Urban Buses	Euro II	0.018	0.00028	0.00013	0.00021	0.0079	0.185	0.0025	0.00031	0.062
Buses	Diesel	Urban Buses	Euro III	0.018	0.00027	0.00013	0.00020	0.0076	0.179	0.0024	0.00030	0.060
Buses	Diesel	Urban Buses	Euro IV	0.020	0.00031	0.00013	0.00023	0.0087	0.204	0.0027	0.00034	0.069
Buses	Diesel	Urban Buses	Euro V	0.020	0.00030	0.00013	0.00022	0.0085	0.199	0.0026	0.00033	0.067
Buses	Diesel	Urban Buses	Euro VI A/B/C	0.018	0.00024	0.00013	0.00020	0.0075	0.174	0.0021	0.00027	0.058
Buses	Diesel	Urban Buses	Euro VI D/E	0.018	0.00024	0.00013	0.00020	0.0074	0.172	0.0021	0.00026	0.057
Buses	Diesel	Coaches	Conventional	0.016	0.00016	0.00013	0.00018	0.0063	0.142	0.0015	0.00020	0.053

				Priority Heavy Metals			Additional Heavy Metals					
				Pb	Cd	Hg	As	Cr	Cu	Ni	Se	Zn
Category	Fuel	Segment	Euro Standard	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ	kg/TJ
Buses	Diesel	Coaches	Euro I	0.017	0.00017	0.00013	0.00019	0.0067	0.150	0.0016	0.00022	0.059
Buses	Diesel	Coaches	Euro II	0.017	0.00017	0.00013	0.00019	0.0067	0.150	0.0016	0.00022	0.060
Buses	Diesel	Coaches	Euro III	0.016	0.00017	0.00013	0.00019	0.0067	0.149	0.0016	0.00022	0.060
Buses	Diesel	Coaches	Euro IV	0.016	0.00017	0.00013	0.00019	0.0067	0.150	0.0016	0.00022	0.060
Buses	Diesel	Coaches	Euro V	0.016	0.00016	0.00013	0.00018	0.0064	0.142	0.0015	0.00021	0.057
Buses	Diesel	Coaches	Euro VI A/B/C	0.015	0.00016	0.00013	0.00018	0.0063	0.140	0.0015	0.00021	0.057
Buses	Diesel	Coaches	Euro VI D/E	0.015	0.00016	0.00013	0.00018	0.0063	0.140	0.0015	0.00021	0.057
Buses	CNG	Urban CNG Buses	Euro III	0.016	0.00024	-	0.00018	0.0067	0.161	0.0021	0.00026	0.050
Buses	CNG	Urban CNG Buses	EEV	0.015	0.00022	-	0.00016	0.0062	0.149	0.0020	0.00024	0.047
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Conventional	0.177	0.00422	0.00019	0.00039	0.0299	0.971	0.0304	0.00427	0.490
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 1	0.187	0.00530	0.00019	0.00049	0.0375	1.220	0.0382	0.00537	0.616
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 2	0.188	0.00533	0.00019	0.00049	0.0378	1.228	0.0385	0.00540	0.620
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 3	0.198	0.00647	0.00020	0.00060	0.0458	1.491	0.0467	0.00656	0.753
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 4	0.201	0.00666	0.00020	0.00062	0.0471	1.534	0.0480	0.00675	0.775
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 5	0.200	0.00665	0.00020	0.00062	0.0470	1.531	0.0479	0.00674	0.773
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Conventional	0.177	0.00422	0.00019	0.00039	0.0299	0.971	0.0304	0.00427	0.490
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 1	0.187	0.00530	0.00019	0.00049	0.0375	1.220	0.0382	0.00537	0.616
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 2	0.188	0.00533	0.00019	0.00049	0.0378	1.228	0.0385	0.00540	0.620
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 3	0.198	0.00647	0.00020	0.00060	0.0458	1.491	0.0467	0.00656	0.753
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 4	0.201	0.00666	0.00020	0.00062	0.0471	1.534	0.0480	0.00675	0.775
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 5	0.200	0.00665	0.00020	0.00062	0.0470	1.531	0.0479	0.00674	0.773
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Conventional	0.162	0.00312	0.00020	0.00020	0.0191	0.654	0.0223	0.00316	0.350
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 1	0.165	0.00340	0.00020	0.00021	0.0208	0.713	0.0243	0.00344	0.382
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 2	0.165	0.00342	0.00020	0.00022	0.0209	0.716	0.0244	0.00345	0.383
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 3	0.176	0.00537	0.00020	0.00034	0.0328	1.125	0.0383	0.00543	0.603
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 4	0.176	0.00521	0.00020	0.00033	0.0318	1.091	0.0372	0.00527	0.585
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 5	0.176	0.00520	0.00020	0.00033	0.0318	1.091	0.0371	0.00526	0.584
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Conventional	0.165	0.00021	0.00020	0.00020	0.0070	0.162	0.0020	0.00026	0.065
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 1	0.169	0.00026	0.00020	0.00025	0.0086	0.197	0.0024	0.00032	0.079
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 2	0.173	0.00031	0.00020	0.00030	0.0103	0.237	0.0029	0.00039	0.095
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 3	0.177	0.00036	0.00020	0.00034	0.0118	0.272	0.0033	0.00044	0.109
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 4	0.174	0.00032	0.00020	0.00030	0.0104	0.240	0.0029	0.00039	0.096
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 5	0.175	0.00032	0.00020	0.00031	0.0107	0.246	0.0030	0.00040	0.098
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Conventional	0.160	0.00016	0.00020	0.00015	0.0052	0.118	0.0015	0.00019	0.047
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 1	0.161	0.00017	0.00020	0.00016	0.0055	0.124	0.0015	0.00020	0.050
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 2	0.163	0.00018	0.00020	0.00017	0.0059	0.136	0.0017	0.00022	0.054
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 3	0.159	0.00013	0.00020	0.00012	0.0042	0.096	0.0012	0.00016	0.039
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 4	0.161	0.00015	0.00020	0.00015	0.0050	0.115	0.0014	0.00019	0.046
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 5	0.166	0.00021	0.00020	0.00020	0.0070	0.160	0.0020	0.00026	0.064
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Conventional	0.158	0.00014	0.00020	0.00013	0.0045	0.103	0.0013	0.00017	0.041
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 1	0.159	0.00015	0.00020	0.00014	0.0048	0.110	0.0014	0.00018	0.044
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 2	0.160	0.00015	0.00020	0.00014	0.0048	0.110	0.0014	0.00018	0.044
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 3	0.159	0.00013	0.00020	0.00012	0.0042	0.096	0.0012	0.00016	0.039
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 4	0.161	0.00015	0.00020	0.00015	0.0050	0.114	0.0014	0.00019	0.046
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 5	0.161	0.00015	0.00020	0.00014	0.0049	0.113	0.0014	0.00019	0.045

Table C-5: Road transportation distance based implied emission factor (mg/km) for 2023 for Main Pollutants, Particulate Matter and CO

				Main Pollutants				Particulate Matter				Other
				NOx (as NO_2)	NMVOC	SOx (as SO_2)	NH_3	$PM_{2.5}$	PM_{10}	TSP	BC	CO
Category	Fuel	Segment	Euro Standard	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km
Passenger Cars	Petrol	Mini	Euro 4	65.72	310.58	1.02	28.65	11.71	21.20	30.69	2.07	1 040.22
Passenger Cars	Petrol	Mini	Euro 5	43.21	255.38	1.02	14.23	13.45	22.94	32.43	3.11	1 010.33
Passenger Cars	Petrol	Mini	Euro 6 a/b/c	34.68	175.49	1.02	13.69	11.24	20.73	30.21	2.11	578.48
Passenger Cars	Petrol	Mini	Euro 6 d-temp	34.68	144.99	1.02	13.46	11.20	20.69	30.18	2.11	578.48
Passenger Cars	Petrol	Mini	Euro 6 d/e	34.68	57.98	1.02	13.20	11.20	20.69	30.18	2.11	578.48
Passenger Cars	Petrol	Small	PRE ECE - ECE 15/04	2 191.88	3 221.99	1.23	2.00	15.05	26.56	37.71	2.65	16 250.37
Passenger Cars	Petrol	Small	Euro 1	536.46	1 232.29	1.18	80.15	15.05	26.56	37.71	2.80	5 340.43
Passenger Cars	Petrol	Small	Euro 2	258.76	837.40	1.17	104.81	15.05	26.56	37.71	2.80	2 997.01
Passenger Cars	Petrol	Small	Euro 3	113.06	486.59	1.18	28.86	13.70	25.22	36.37	2.35	2 849.88
Passenger Cars	Petrol	Small	Euro 4	65.72	355.08	1.21	28.70	13.70	25.22	36.37	2.35	1 040.22
Passenger Cars	Petrol	Small	Euro 5	43.21	296.26	1.21	14.31	15.44	26.96	38.11	3.39	1 010.33
Passenger Cars	Petrol	Small	Euro 6 a/b/c	34.68	213.76	1.21	13.80	13.23	24.74	35.90	2.39	578.48
Passenger Cars	Petrol	Small	Euro 6 d-temp	34.68	141.04	1.21	13.78	13.19	24.71	35.86	2.39	578.48
Passenger Cars	Petrol	Small	Euro 6 d/e	34.68	69.08	1.21	13.28	13.19	24.71	35.86	2.39	578.48
Passenger Cars	Petrol	Medium	PRE ECE - ECE 15/04	2 758.10	3 320.99	1.48	2.00	17.06	30.62	43.50	2.93	16 455.83
Passenger Cars	Petrol	Medium	Euro 1	536.75	874.77	1.40	80.56	17.06	30.62	43.50	3.08	4 979.94
Passenger Cars	Petrol	Medium	Euro 2	258.97	497.71	1.34	106.19	17.06	30.62	43.50	3.08	2 737.46
Passenger Cars	Petrol	Medium	Euro 3	113.15	302.15	1.41	28.92	15.72	29.28	42.16	2.63	2 626.38
Passenger Cars	Petrol	Medium	Euro 4	65.77	215.57	1.43	28.71	15.72	29.28	42.16	2.63	975.33
Passenger Cars	Petrol	Medium	Euro 5	43.26	198.25	1.43	14.32	17.46	31.02	43.89	3.67	945.44
Passenger Cars	Petrol	Medium	Euro 6 a/b/c	34.68	130.56	1.43	13.81	15.25	28.81	41.68	2.67	578.48
Passenger Cars	Petrol	Medium	Euro 6 d-temp	34.68	106.84	1.43	13.61	15.21	28.77	41.65	2.67	578.48
Passenger Cars	Petrol	Medium	Euro 6 d/e	34.68	74.18	1.43	13.17	15.21	28.77	41.65	2.67	578.48
Passenger Cars	Petrol	Large-SUV-Executive	PRE ECE - ECE 15/04	3 220.78	3 920.71	1.85	2.00	19.15	34.85	49.49	3.19	17 462.83
Passenger Cars	Petrol	Large-SUV-Executive	Euro 1	511.42	746.98	1.81	80.16	19.15	34.85	49.49	3.37	4 253.98
Passenger Cars	Petrol	Large-SUV-Executive	Euro 2	240.73	427.74	1.82	105.37	19.15	34.85	49.49	3.37	2 214.77
Passenger Cars	Petrol	Large-SUV-Executive	Euro 3	105.04	260.26	1.65	28.85	17.81	33.50	48.15	2.92	2 176.28
Passenger Cars	Petrol	Large-SUV-Executive	Euro 4	61.21	187.30	1.95	28.68	17.81	33.50	48.15	2.92	844.66
Passenger Cars	Petrol	Large-SUV-Executive	Euro 5	38.70	160.84	1.95	14.32	19.55	35.24	49.89	3.96	814.77
Passenger Cars	Petrol	Large-SUV-Executive	Euro 6 a/b/c	34.68	119.68	1.95	13.82	17.33	33.03	47.67	2.96	578.48
Passenger Cars	Petrol	Large-SUV-Executive	Euro 6 d-temp	34.68	111.50	1.95	13.46	17.30	32.99	47.64	2.96	578.48
Passenger Cars	Petrol	Large-SUV-Executive	Euro 6 d/e	34.68	86.21	1.95	13.09	17.30	32.99	47.64	2.96	578.48
Passenger Cars	Petrol Hybrid	All Segments	Euro 4	27.84	201.51	0.86	28.92	14.98	27.11	40.44	2.62	472.63
Passenger Cars	Petrol Hybrid	All Segments	Euro 5	24.80	133.92	0.89	28.90	18.20	31.75	46.45	3.88	379.58
Passenger Cars	Petrol Hybrid	All Segments	Euro 6 a/b/c	12.16	85.21	1.36	28.58	15.31	28.22	42.30	2.78	473.10
Passenger Cars	Petrol Hybrid	All Segments	Euro 6 d-temp	12.16	86.09	1.30	28.33	15.08	27.80	41.70	2.76	473.10
Passenger Cars	Petrol Hybrid	All Segments	Euro 6 d/e	12.16	56.76	1.32	28.23	15.13	27.90	41.85	2.76	473.10
Passenger Cars	Diesel	Mini	Euro 4	713.59	15.78	0.73	1.00	47.96	57.45	66.93	30.15	105.11
Passenger Cars	Diesel	Mini	Euro 5	647.49	0.88	0.73	1.90	10.86	20.35	29.83	1.95	37.45
Passenger Cars	Diesel	Mini	Euro 6 a/b/c	597.11	1.23	0.73	7.00	10.86	20.35	29.84	1.95	58.09
Passenger Cars	Diesel	Mini	Euro 6 d-temp	99.43	1.63	0.73	7.00	10.86	20.35	29.84	1.95	47.33
Passenger Cars	Diesel	Small	Conventional	636.98	179.10	1.37	1.00	305.12	316.63	327.79	145.09	734.21
Passenger Cars	Diesel	Small	Euro 1	744.22	58.51	1.11	1.00	123.01	134.52	145.68	72.89	508.93
Passenger Cars	Diesel	Small	Euro 2	820.44	40.16	1.15	1.00	81.56	93.07	104.23	50.81	372.16
Passenger Cars	Diesel	Small	Euro 3	868.04	20.38	1.08	1.00	61.94	73.46	84.61	39.89	103.39
Passenger Cars	Diesel	Small	Euro 4	713.59	15.78	1.08	1.00	49.95	61.46	72.62	30.43	105.11
Passenger Cars	Diesel	Small	Euro 5	647.49	1.31	1.08	1.90	12.85	24.36	35.52	2.23	37.45

				Main Pollutants				Particulate Matter				Other
				NOx (as NO_2)	NMVOC	SOx (as SO_2)	NH_3	$PM_{2.5}$	PM_{10}	TSP	BC	CO
Category	Fuel	Segment	Euro Standard	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km
Passenger Cars	Diesel	Small	Euro 6 a/b/c	597.11	1.63	1.08	7.00	12.85	24.37	35.52	2.24	58.09
Passenger Cars	Diesel	Small	Euro 6 d-temp	99.43	1.63	1.08	7.00	12.85	24.37	35.52	2.24	47.33
Passenger Cars	Diesel	Small	Euro 6 d/e	85.68	1.63	1.08	7.00	12.85	24.37	35.52	2.24	45.52
Passenger Cars	Diesel	Medium	Conventional	636.98	179.10	1.37	1.00	307.14	320.70	333.57	145.37	734.21
Passenger Cars	Diesel	Medium	Euro 1	744.22	58.51	1.11	1.00	125.03	138.59	151.46	73.17	508.93
Passenger Cars	Diesel	Medium	Euro 2	820.44	40.16	1.15	1.00	83.58	97.14	110.01	51.10	372.16
Passenger Cars	Diesel	Medium	Euro 3	868.04	20.38	1.08	1.00	63.96	77.52	90.39	40.18	103.39
Passenger Cars	Diesel	Medium	Euro 4	713.59	15.78	1.08	1.00	51.97	65.53	78.40	30.71	105.11
Passenger Cars	Diesel	Medium	Euro 5	647.49	1.31	1.08	1.90	14.87	28.43	41.30	2.52	37.45
Passenger Cars	Diesel	Medium	Euro 6 a/b/c	597.11	1.63	1.08	7.00	14.87	28.43	41.30	2.52	58.09
Passenger Cars	Diesel	Medium	Euro 6 d-temp	99.43	1.63	1.08	7.00	14.87	28.43	41.30	2.52	47.33
Passenger Cars	Diesel	Medium	Euro 6 d/e	85.68	1.63	1.08	7.00	14.87	28.43	41.30	2.52	45.52
Passenger Cars	Diesel	Large-SUV-Executive	Conventional	992.97	179.10	1.37	1.00	309.22	324.92	339.56	145.65	734.21
Passenger Cars	Diesel	Large-SUV-Executive	Euro 1	744.22	87.66	1.49	1.00	127.12	142.81	157.45	73.46	508.93
Passenger Cars	Diesel	Large-SUV-Executive	Euro 2	820.44	117.66	1.49	1.00	85.67	101.36	116.00	51.38	372.16
Passenger Cars	Diesel	Large-SUV-Executive	Euro 3	868.04	46.35	1.49	1.00	66.05	81.74	96.39	40.46	103.39
Passenger Cars	Diesel	Large-SUV-Executive	Euro 4	713.59	15.78	1.49	1.00	54.06	69.75	84.39	31.00	105.11
Passenger Cars	Diesel	Large-SUV-Executive	Euro 5	647.49	1.31	1.49	1.90	16.96	32.65	47.29	2.80	37.45
Passenger Cars	Diesel	Large-SUV-Executive	Euro 6 a/b/c	597.11	1.63	1.49	7.00	16.96	32.65	47.30	2.80	58.09
Passenger Cars	Diesel	Large-SUV-Executive	Euro 6 d-temp	99.43	1.63	1.49	7.00	16.96	32.65	47.30	2.80	47.33
Passenger Cars	Diesel	Large-SUV-Executive	Euro 6 d/e	85.68	1.63	1.49	7.00	16.96	32.65	47.30	2.80	45.52
Passenger Cars	LPG Bifuel	All Segments	Conventional	2 397.09	1 170.82	-	2.00	15.82	28.12	39.93	2.78	10 487.22
Passenger Cars	LPG Bifuel	All Segments	Euro 1	463.11	695.35	-	82.36	16.49	29.48	41.87	3.00	5 578.85
Passenger Cars	LPG Bifuel	All Segments	Euro 6 d-temp	203.72	301.21	-	109.02	16.90	30.30	43.04	3.06	3 888.45
Passenger Cars	LPG Bifuel	All Segments	Euro 3	113.15	151.61	-	29.07	15.61	29.06	41.83	2.61	2 626.38
Passenger Cars	LPG Bifuel	All Segments	Euro 4	65.77	75.23	-	28.91	15.50	28.83	41.52	2.60	975.33
Passenger Cars	LPG Bifuel	All Segments	Euro 5	53.95	75.23	-	15.00	15.90	29.51	42.42	2.65	975.33
Passenger Cars	LPG Bifuel	All Segments	Euro 6 a/b/c	22.96	5.97	-	14.79	15.64	28.99	41.68	2.62	290.49
Passenger Cars	LPG Bifuel	All Segments	Euro 6 d-temp	22.96	5.97	-	14.15	14.39	26.46	38.09	2.44	290.49
Passenger Cars	LPG Bifuel	All Segments	Euro 6 d/e	20.62	5.36	-	11.99	12.37	22.65	32.62	2.12	260.88
Light Commercial Vehicles	Petrol	N1-I	Conventional	1 269.58	2 136.98	1.74	2.00	17.06	30.62	43.50	2.96	8 700.37
Light Commercial Vehicles	Petrol	N1-I	Euro 1	536.46	839.42	1.40	80.14	17.06	30.62	43.50	3.08	5 340.43
Light Commercial Vehicles	Petrol	N1-I	Euro 2	258.76	482.90	1.34	105.16	17.06	30.62	43.50	3.08	2 997.01
Light Commercial Vehicles	Petrol	N1-I	Euro 3	113.06	274.26	1.41	28.97	15.72	29.28	42.16	2.63	2 849.88
Light Commercial Vehicles	Petrol	N1-I	Euro 4	65.72	192.79	1.43	28.75	15.72	29.28	42.16	2.63	1 040.22
Light Commercial Vehicles	Petrol	N1-I	Euro 5	43.21	182.52	1.43	14.23	17.38	30.94	43.81	3.67	1 010.33
Light Commercial Vehicles	Petrol	N1-I	Euro 6 a/b/c	34.68	100.20	1.43	14.28	15.25	28.81	41.68	2.67	578.48
Light Commercial Vehicles	Petrol	N1-I	Euro 6 d-temp	34.68	108.71	1.43	13.54	15.21	28.77	41.65	2.67	578.48
Light Commercial Vehicles	Petrol	N1-I	Euro 6 d/e	34.68	64.93	1.43	13.27	15.21	28.77	41.65	2.67	578.48
Light Commercial Vehicles	Petrol	N1-II & N1-III	Conventional	3 053.39	4 478.09	1.88	2.00	23.95	43.49	62.43	4.21	32 598.84
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 1	635.55	860.88	2.29	79.87	23.95	43.49	62.43	4.42	12 615.06
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 2	259.18	430.81	2.29	106.96	23.95	43.49	62.43	4.42	8 305.56
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 3	145.94	345.35	2.29	28.52	22.61	42.15	61.09	3.97	7 114.72
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 4	72.63	195.78	2.29	28.76	22.61	42.15	61.09	3.97	2 977.33
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 5	38.26	168.86	1.44	14.92	24.27	43.81	62.75	5.01	2 249.37
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 6 a/b/c	24.33	112.30	1.44	14.32	22.13	41.67	60.61	4.01	1 505.66
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 6 d-temp	24.33	91.12	1.44	13.86	22.10	41.64	60.58	4.01	1 505.66
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 6 d/e	24.33	60.78	1.44	13.40	22.10	41.64	60.58	4.01	1 505.66

				Main Pollutants				Particulate Matter				Other
				NOx (as NO_2)	NMVOC	SOx (as SO_2)	NH_3	$PM_{2.5}$	PM_{10}	TSP	BC	CO
Category	Fuel	Segment	Euro Standard	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km
Light Commercial Vehicles	Diesel	N1-I	Conventional	636.98	179.10	1.37	1.00	307.14	320.70	333.57	145.37	734.21
Light Commercial Vehicles	Diesel	N1-I	Euro 1	744.22	58.51	1.11	1.00	125.03	138.59	151.46	73.17	508.93
Light Commercial Vehicles	Diesel	N1-I	Euro 2	820.44	40.16	1.15	1.00	83.58	97.14	110.01	51.10	372.16
Light Commercial Vehicles	Diesel	N1-I	Euro 3	868.04	20.38	1.08	1.00	63.96	77.52	90.39	40.18	103.39
Light Commercial Vehicles	Diesel	N1-I	Euro 4	713.59	15.78	1.08	1.00	51.97	65.53	78.40	30.71	105.11
Light Commercial Vehicles	Diesel	N1-I	Euro 5	647.49	1.31	1.08	1.90	14.87	28.43	41.30	2.52	37.45
Light Commercial Vehicles	Diesel	N1-I	Euro 6 a/b/c	597.11	1.63	1.08	7.00	14.87	28.43	41.30	2.52	58.09
Light Commercial Vehicles	Diesel	N1-I	Euro 6 d-temp	99.43	1.63	1.08	7.00	14.87	28.43	41.30	2.52	47.33
Light Commercial Vehicles	Diesel	N1-I	Euro 6 d/e	85.68	1.63	1.08	7.00	14.87	28.43	41.30	2.52	45.52
Light Commercial Vehicles	Diesel	N1-II & N1-III	Conventional	2 101.82	152.64	1.89	1.00	388.85	408.38	427.33	187.23	1 458.40
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 1	1 347.79	158.67	1.70	1.00	161.15	180.69	199.63	92.17	689.94
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 2	1 347.79	164.69	1.70	1.00	161.15	180.69	199.63	104.26	689.94
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 3	1 132.14	101.72	1.70	1.00	115.05	134.59	153.54	75.16	565.75
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 4	916.50	37.75	1.70	1.00	70.35	89.89	108.84	41.92	448.46
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 5	1 751.71	0.24	1.57	1.90	21.75	41.29	60.23	3.86	0.36
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 6 a/b/c	1 433.69	0.31	1.57	7.00	21.76	41.29	60.24	3.86	0.55
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 6 d-temp	643.37	0.31	1.57	7.00	21.76	41.29	60.24	3.86	0.85
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 6 d/e	177.58	0.31	1.57	7.00	21.76	41.29	60.24	3.86	0.90
Heavy Duty Trucks	Diesel	<=20 t	Conventional	8 130.34	965.08	3.55	2.90	387.78	427.34	476.12	177.98	2 436.87
Heavy Duty Trucks	Diesel	<=20 t	Euro I	5 282.90	307.60	3.15	2.90	248.18	287.79	336.70	138.95	1 168.79
Heavy Duty Trucks	Diesel	<=20 t	Euro II	5 848.56	204.16	3.10	2.90	158.79	198.65	248.11	80.68	1 008.07
Heavy Duty Trucks	Diesel	<=20 t	Euro III	5 071.52	199.65	3.51	2.90	163.60	204.56	256.45	88.96	1 342.32
Heavy Duty Trucks	Diesel	<=20 t	Euro IV	3 532.09	32.28	3.40	2.90	73.93	115.20	167.80	27.30	650.28
Heavy Duty Trucks	Diesel	<=20 t	Euro V	3 230.89	32.39	3.32	11.00	77.85	119.36	172.46	30.03	1 095.68
Heavy Duty Trucks	Diesel	<=20 t	Euro VI A/B/C	343.31	21.71	3.35	9.00	50.66	92.30	145.70	7.70	123.22
Heavy Duty Trucks	Diesel	<=20 t	Euro VI D/E	294.46	20.98	3.36	9.00	50.82	92.51	146.04	7.75	123.02
Heavy Duty Trucks	Diesel	20 - 28 t	Conventional	11 453.83	571.66	5.52	2.90	492.95	534.79	588.64	229.84	2 382.54
Heavy Duty Trucks	Diesel	20 - 28 t	Euro I	8 189.04	494.10	4.80	2.90	389.29	431.13	484.97	229.19	1 954.25
Heavy Duty Trucks	Diesel	20 - 28 t	Euro II	8 817.74	324.04	4.67	2.90	237.38	279.22	333.07	130.44	1 698.28
Heavy Duty Trucks	Diesel	20 - 28 t	Euro III	7 022.39	303.29	4.85	2.90	216.45	258.29	312.13	125.26	1 940.39
Heavy Duty Trucks	Diesel	20 - 28 t	Euro IV	4 828.24	48.35	4.67	2.90	85.73	127.56	181.41	35.64	886.65
Heavy Duty Trucks	Diesel	20 - 28 t	Euro V	4 281.37	48.80	4.55	11.00	86.30	128.13	181.98	36.06	1 500.64
Heavy Duty Trucks	Diesel	20 - 28 t	Euro VI A/B/C	527.19	32.64	4.62	9.00	51.88	93.72	147.56	7.98	187.21
Heavy Duty Trucks	Diesel	20 - 28 t	Euro VI D/E	414.16	30.95	4.61	9.00	51.88	93.71	147.56	7.98	186.95
Heavy Duty Trucks	Diesel	>28 t	Conventional	14 280.43	618.84	6.72	2.90	609.64	656.03	720.00	286.74	2 908.60
Heavy Duty Trucks	Diesel	>28 t	Euro I	10 235.71	569.85	6.00	2.90	508.78	556.00	621.79	303.27	2 593.06
Heavy Duty Trucks	Diesel	>28 t	Euro II	10 847.46	363.50	5.90	2.90	309.54	356.09	420.40	174.21	2 243.00
Heavy Duty Trucks	Diesel	>28 t	Euro III	8 721.06	329.72	5.92	2.90	257.90	304.06	367.51	150.89	2 460.57
Heavy Duty Trucks	Diesel	>28 t	Euro IV	5 709.66	54.70	5.34	2.90	92.24	134.38	188.89	40.25	992.16
Heavy Duty Trucks	Diesel	>28 t	Euro V	4 545.18	54.61	5.21	11.00	92.03	133.87	187.71	40.36	1 760.83
Heavy Duty Trucks	Diesel	>28 t	Euro VI A/B/C	520.44	36.37	5.24	9.00	52.41	94.24	148.09	8.06	177.77
Heavy Duty Trucks	Diesel	>28 t	Euro VI D/E	395.57	34.51	5.24	9.00	52.41	94.24	148.09	8.06	178.34
Buses	Diesel	Urban Buses	Conventional	21 608.81	3 541.35	10.06	2.90	1 422.74	1 479.79	1 533.93	690.37	9 076.94
Buses	Diesel	Urban Buses	Euro I	14 958.09	1 029.97	8.84	2.90	704.37	762.13	817.87	427.67	4 248.91
Buses	Diesel	Urban Buses	Euro II	15 971.49	699.90	8.39	2.90	369.28	427.01	482.69	209.89	4 064.58
Buses	Diesel	Urban Buses	Euro III	15 445.96	638.61	8.64	2.90	350.08	407.84	463.57	211.91	4 187.29
Buses	Diesel	Urban Buses	Euro IV	8 947.38	92.89	7.59	2.90	131.09	188.86	244.60	62.19	1 922.54
Buses	Diesel	Urban Buses	Euro V	10 493.78	84.00	7.77	11.00	182.89	240.78	296.81	100.92	3 894.93

				Main Pollutants				Particulate Matter				Other
				NOx (as NO_2)	NMVOC	SOx (as SO_2)	NH_3	$PM_{2.5}$	PM_{10}	TSP	BC	CO
Category	Fuel	Segment	Euro Standard	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km
Buses	Diesel	Urban Buses	Euro VI A/B/C	2 324.03	59.11	8.59	9.00	72.05	130.03	186.26	10.58	570.12
Buses	Diesel	Urban Buses	Euro VI D/E	2 262.18	58.31	8.69	9.00	72.39	130.45	186.86	10.68	577.14
Buses	Diesel	Coaches	Conventional	9 447.11	415.47	4.41	2.90	368.63	406.23	457.05	168.93	1 701.74
Buses	Diesel	Coaches	Euro I	7 372.27	413.42	4.16	2.90	302.86	341.03	393.15	174.62	1 508.85
Buses	Diesel	Coaches	Euro II	8 136.17	282.44	4.17	2.90	192.41	230.74	283.18	102.74	1 333.03
Buses	Diesel	Coaches	Euro III	6 245.65	270.79	4.21	2.90	181.09	219.53	272.24	102.10	1 542.61
Buses	Diesel	Coaches	Euro IV	4 432.81	42.63	4.18	2.90	79.22	117.73	170.56	32.45	796.58
Buses	Diesel	Coaches	Euro V	2 983.41	40.31	4.41	11.00	84.06	122.48	175.13	36.15	1 266.68
Buses	Diesel	Coaches	Euro VI A/B/C	200.32	28.89	4.46	9.00	49.33	87.89	140.87	7.59	170.58
Buses	Diesel	Coaches	Euro VI D/E	200.13	28.92	4.46	9.00	49.39	87.97	141.00	7.61	170.67
Buses	CNG	Urban CNG Buses	Euro III	10 000.00	20.00	-	51.30	65.32	121.22	172.83	7.04	1 000.00
Buses	CNG	Urban CNG Buses	EEV	4 878.54	253.27	-	51.30	68.77	124.68	176.28	7.04	1 270.51
L-Category	Petrol	Mopeds 2-stroke <50 cm^3	Conventional	56.00	9 255.56	0.49	1.00	182.72	188.89	194.57	36.40	14 700.00
L-Category	Petrol	Mopeds 2-stroke <50 cm^3	Euro 1	180.00	4 110.23	0.39	1.00	51.72	57.89	63.57	5.70	4 600.00
L-Category	Petrol	Mopeds 2-stroke <50 cm^3	Euro 2	170.00	3 196.09	0.39	1.00	32.72	38.89	44.57	6.40	2 800.00
L-Category	Petrol	Mopeds 2-stroke <50 cm^3	Euro 3	382.78	1 915.04	0.33	1.00	14.47	20.64	26.33	2.75	3 228.09
L-Category	Petrol	Mopeds 2-stroke <50 cm^3	Euro 4	43.28	669.54	0.32	1.00	8.37	14.55	20.23	1.53	2 176.00
L-Category	Petrol	Mopeds 2-stroke <50 cm^3	Euro 5	43.28	701.12	0.32	1.00	8.37	14.55	20.23	1.53	2 176.00
L-Category	Petrol	Mopeds 4-stroke <50 cm^3	Conventional	56.00	9 255.56	0.49	1.00	182.72	188.89	194.57	18.80	14 700.00
L-Category	Petrol	Mopeds 4-stroke <50 cm^3	Euro 1	220.00	1 490.23	0.39	1.00	46.72	52.89	58.57	9.20	6 700.00
L-Category	Petrol	Mopeds 4-stroke <50 cm^3	Euro 2	170.00	1 386.09	0.39	1.00	13.72	19.89	25.57	2.60	4 200.00
L-Category	Petrol	Mopeds 4-stroke <50 cm^3	Euro 3	382.78	1 915.04	0.33	1.00	14.47	20.64	26.33	2.75	3 228.09
L-Category	Petrol	Mopeds 4-stroke <50 cm^3	Euro 4	43.28	669.54	0.32	1.00	8.37	14.55	20.23	1.53	2 176.00
L-Category	Petrol	Mopeds 4-stroke <50 cm^3	Euro 5	43.28	701.12	0.32	1.00	8.37	14.55	20.23	1.53	2 176.00
L-Category	Petrol	Motorcycles 2-stroke >50 cm^3	Conventional	31.66	10 974.32	0.67	2.00	205.49	210.23	215.51	21.01	20 802.83
L-Category	Petrol	Motorcycles 2-stroke >50 cm^3	Euro 1	47.10	4 119.56	0.62	2.00	85.49	90.23	95.51	17.01	13 724.42
L-Category	Petrol	Motorcycles 2-stroke >50 cm^3	Euro 2	54.61	2 386.81	0.62	2.00	45.49	50.23	55.51	9.01	10 857.32
L-Category	Petrol	Motorcycles 2-stroke >50 cm^3	Euro 3	65.26	1 387.84	0.39	2.00	17.49	22.23	27.51	3.41	7 162.22
L-Category	Petrol	Motorcycles 2-stroke >50 cm^3	Euro 4	56.96	1 477.57	0.41	2.00	17.49	22.23	27.51	3.41	8 718.35
L-Category	Petrol	Motorcycles 2-stroke >50 cm^3	Euro 5	37.61	972.21	0.41	2.00	17.49	22.23	27.51	3.41	9 970.80
L-Category	Petrol	Motorcycles 4-stroke <250 cm^3	Conventional	380.23	1 600.57	0.66	2.00	25.49	30.23	35.51	4.01	19 764.38
L-Category	Petrol	Motorcycles 4-stroke <250 cm^3	Euro 1	401.94	1 301.46	0.54	2.00	25.49	30.23	35.51	6.01	15 869.67
L-Category	Petrol	Motorcycles 4-stroke <250 cm^3	Euro 2	367.72	636.85	0.45	2.00	10.49	15.23	20.51	2.26	5 913.93
L-Category	Petrol	Motorcycles 4-stroke <250 cm^3	Euro 3	88.54	192.76	0.39	2.00	10.49	15.23	20.51	2.26	1 672.53
L-Category	Petrol	Motorcycles 4-stroke <250 cm^3	Euro 4	32.59	190.27	0.44	2.00	6.37	11.10	16.38	1.23	1 797.56
L-Category	Petrol	Motorcycles 4-stroke <250 cm^3	Euro 5	33.95	133.87	0.43	2.00	5.93	10.67	15.95	1.12	773.49
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm^3	Conventional	489.69	2 683.26	0.90	2.00	25.49	30.23	35.51	4.01	25 370.21
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm^3	Euro 1	424.91	1 643.50	0.86	2.00	25.49	30.23	35.51	6.01	13 910.85
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm^3	Euro 2	195.57	981.46	0.78	2.00	10.49	15.23	20.51	2.26	6 345.98
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm^3	Euro 3	75.92	411.09	1.11	2.00	10.49	15.23	20.51	2.26	621.06
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm^3	Euro 4	32.89	240.04	0.93	2.00	6.37	11.10	16.38	1.23	405.49
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm^3	Euro 5	58.38	266.52	0.67	2.00	5.96	10.70	15.98	1.13	1 203.96
L-Category	Petrol	Motorcycles 4-stroke >750 cm^3	Conventional	307.90	3 361.82	1.03	2.00	25.49	30.23	35.51	4.01	25 370.21
L-Category	Petrol	Motorcycles 4-stroke >750 cm^3	Euro 1	319.10	1 804.75	0.96	2.00	25.49	30.23	35.51	6.01	13 910.85
L-Category	Petrol	Motorcycles 4-stroke >750 cm^3	Euro 2	354.33	1 042.32	0.96	2.00	10.49	15.23	20.51	2.26	6 345.98
L-Category	Petrol	Motorcycles 4-stroke >750 cm^3	Euro 3	74.65	525.88	1.11	2.00	10.49	15.23	20.51	2.26	621.06
L-Category	Petrol	Motorcycles 4-stroke >750 cm^3	Euro 4	31.32	316.78	0.93	2.00	6.37	11.10	16.38	1.23	405.49
L-Category	Petrol	Motorcycles 4-stroke >750 cm^3	Euro 5	34.59	335.38	0.95	2.00	6.51	11.25	16.53	1.26	554.26

Table C-6: Road transportation distance based implied emission factor (mg/km) for 2023 for Heavy Metals

				Priority Heavy Metals			Additional Heavy Metals					
				Pb	Cd	Hg	As	Cr	Cu	Ni	Se	Zn
Category	Fuel	Segment	Euro Standard	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km
Passenger Cars	Petrol	Mini	Euro 4	0.397	0.0009	0.00046	0.00066	0.024	0.570	0.0080	0.0010	0.220
Passenger Cars	Petrol	Mini	Euro 5	0.397	0.0009	0.00046	0.00066	0.024	0.570	0.0080	0.0010	0.220
Passenger Cars	Petrol	Mini	Euro 6 a/b/c	0.397	0.0009	0.00046	0.00066	0.024	0.567	0.0078	0.0010	0.218
Passenger Cars	Petrol	Mini	Euro 6 d-temp	0.397	0.0009	0.00046	0.00066	0.024	0.564	0.0077	0.0010	0.217
Passenger Cars	Petrol	Mini	Euro 6 d/e	0.397	0.0009	0.00046	0.00066	0.024	0.560	0.0076	0.0010	0.214
Passenger Cars	Petrol	Small	PRE ECE - ECE 15/04	0.481	0.0010	0.00055	0.00081	0.029	0.681	0.0087	0.0011	0.249
Passenger Cars	Petrol	Small	Euro 1	0.463	0.0010	0.00053	0.00081	0.029	0.681	0.0087	0.0011	0.248
Passenger Cars	Petrol	Small	Euro 2	0.461	0.0010	0.00052	0.00081	0.029	0.681	0.0087	0.0011	0.248
Passenger Cars	Petrol	Small	Euro 3	0.463	0.0010	0.00053	0.00081	0.029	0.681	0.0087	0.0011	0.248
Passenger Cars	Petrol	Small	Euro 4	0.475	0.0010	0.00054	0.00081	0.029	0.681	0.0087	0.0011	0.249
Passenger Cars	Petrol	Small	Euro 5	0.475	0.0010	0.00054	0.00081	0.029	0.681	0.0087	0.0011	0.249
Passenger Cars	Petrol	Small	Euro 6 a/b/c	0.475	0.0010	0.00054	0.00081	0.029	0.678	0.0086	0.0011	0.247
Passenger Cars	Petrol	Small	Euro 6 d-temp	0.475	0.0009	0.00054	0.00081	0.029	0.676	0.0085	0.0011	0.245
Passenger Cars	Petrol	Small	Euro 6 d/e	0.475	0.0009	0.00054	0.00081	0.029	0.672	0.0084	0.0011	0.243
Passenger Cars	Petrol	Medium	PRE ECE - ECE 15/04	0.576	0.0010	0.00066	0.00097	0.034	0.792	0.0095	0.0012	0.278
Passenger Cars	Petrol	Medium	Euro 1	0.552	0.0010	0.00063	0.00096	0.034	0.792	0.0095	0.0012	0.277
Passenger Cars	Petrol	Medium	Euro 2	0.530	0.0010	0.00060	0.00096	0.034	0.792	0.0095	0.0012	0.277
Passenger Cars	Petrol	Medium	Euro 3	0.553	0.0010	0.00063	0.00096	0.034	0.792	0.0095	0.0012	0.277
Passenger Cars	Petrol	Medium	Euro 4	0.559	0.0010	0.00064	0.00096	0.034	0.792	0.0095	0.0012	0.278
Passenger Cars	Petrol	Medium	Euro 5	0.559	0.0010	0.00064	0.00096	0.034	0.792	0.0095	0.0012	0.278
Passenger Cars	Petrol	Medium	Euro 6 a/b/c	0.559	0.0010	0.00064	0.00096	0.034	0.789	0.0094	0.0012	0.276
Passenger Cars	Petrol	Medium	Euro 6 d-temp	0.559	0.0010	0.00064	0.00096	0.034	0.787	0.0093	0.0012	0.274
Passenger Cars	Petrol	Medium	Euro 6 d/e	0.559	0.0010	0.00064	0.00096	0.034	0.783	0.0091	0.0011	0.272
Passenger Cars	Petrol	Large-SUV-Executive	PRE ECE - ECE 15/04	0.716	0.0011	0.00083	0.00113	0.040	0.909	0.0103	0.0013	0.308
Passenger Cars	Petrol	Large-SUV-Executive	Euro 1	0.702	0.0011	0.00081	0.00113	0.040	0.909	0.0103	0.0013	0.308
Passenger Cars	Petrol	Large-SUV-Executive	Euro 2	0.707	0.0011	0.00082	0.00113	0.040	0.909	0.0103	0.0013	0.308
Passenger Cars	Petrol	Large-SUV-Executive	Euro 3	0.649	0.0011	0.00074	0.00113	0.040	0.909	0.0103	0.0013	0.307
Passenger Cars	Petrol	Large-SUV-Executive	Euro 4	0.748	0.0011	0.00087	0.00113	0.040	0.909	0.0104	0.0013	0.308
Passenger Cars	Petrol	Large-SUV-Executive	Euro 5	0.748	0.0011	0.00087	0.00113	0.040	0.909	0.0104	0.0013	0.308
Passenger Cars	Petrol	Large-SUV-Executive	Euro 6 a/b/c	0.748	0.0011	0.00087	0.00113	0.040	0.906	0.0102	0.0013	0.306
Passenger Cars	Petrol	Large-SUV-Executive	Euro 6 d-temp	0.748	0.0011	0.00087	0.00113	0.039	0.904	0.0101	0.0012	0.305
Passenger Cars	Petrol	Large-SUV-Executive	Euro 6 d/e	0.748	0.0010	0.00087	0.00113	0.039	0.900	0.0100	0.0012	0.303
Passenger Cars	Petrol Hybrid	All Segments	Euro 4	0.354	0.0010	0.00039	0.00077	0.027	0.647	0.0085	0.0011	0.255
Passenger Cars	Petrol Hybrid	All Segments	Euro 5	0.373	0.0010	0.00040	0.00086	0.031	0.718	0.0090	0.0012	0.275
Passenger Cars	Petrol Hybrid	All Segments	Euro 6 a/b/c	0.526	0.0010	0.00061	0.00083	0.029	0.684	0.0087	0.0012	0.265
Passenger Cars	Petrol Hybrid	All Segments	Euro 6 d-temp	0.502	0.0010	0.00058	0.00081	0.029	0.672	0.0086	0.0011	0.261
Passenger Cars	Petrol Hybrid	All Segments	Euro 6 d/e	0.510	0.0009	0.00059	0.00082	0.029	0.670	0.0084	0.0011	0.259
Passenger Cars	Diesel	Mini	Euro 4	0.056	0.0009	0.00021	0.00064	0.024	0.573	0.0080	0.0011	0.220
Passenger Cars	Diesel	Mini	Euro 5	0.056	0.0009	0.00021	0.00064	0.024	0.573	0.0080	0.0011	0.220
Passenger Cars	Diesel	Mini	Euro 6 a/b/c	0.056	0.0009	0.00021	0.00064	0.024	0.569	0.0078	0.0010	0.219
Passenger Cars	Diesel	Mini	Euro 6 d-temp	0.056	0.0009	0.00021	0.00064	0.024	0.566	0.0077	0.0010	0.217
Passenger Cars	Diesel	Small	Conventional	0.069	0.0010	0.00039	0.00080	0.029	0.684	0.0087	0.0011	0.250
Passenger Cars	Diesel	Small	Euro 1	0.069	0.0010	0.00032	0.00080	0.029	0.684	0.0087	0.0011	0.249
Passenger Cars	Diesel	Small	Euro 2	0.069	0.0010	0.00033	0.00080	0.029	0.684	0.0087	0.0011	0.249
Passenger Cars	Diesel	Small	Euro 3	0.069	0.0010	0.00031	0.00080	0.029	0.684	0.0087	0.0011	0.249
Passenger Cars	Diesel	Small	Euro 4	0.069	0.0010	0.00031	0.00080	0.029	0.684	0.0087	0.0011	0.249
Passenger Cars	Diesel	Small	Euro 5	0.069	0.0010	0.00031	0.00080	0.029	0.684	0.0087	0.0011	0.249
Passenger Cars	Diesel	Small	Euro 6 a/b/c	0.069	0.0010	0.00031	0.00080	0.029	0.681	0.0086	0.0011	0.247

				Priority Heavy Metals			Additional Heavy Metals					
				Pb	Cd	Hg	As	Cr	Cu	Ni	Se	Zn
Category	Fuel	Segment	Euro Standard	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km
Passenger Cars	Diesel	Small	Euro 6 d-temp	0.069	0.0009	0.00031	0.00080	0.029	0.677	0.0085	0.0011	0.246
Passenger Cars	Diesel	Small	Euro 6 d/e	0.069	0.0009	0.00031	0.00080	0.029	0.673	0.0083	0.0011	0.243
Passenger Cars	Diesel	Medium	Conventional	0.083	0.0010	0.00039	0.00095	0.034	0.795	0.0095	0.0012	0.278
Passenger Cars	Diesel	Medium	Euro 1	0.083	0.0010	0.00032	0.00095	0.034	0.795	0.0095	0.0012	0.278
Passenger Cars	Diesel	Medium	Euro 2	0.083	0.0010	0.00033	0.00095	0.034	0.795	0.0095	0.0012	0.278
Passenger Cars	Diesel	Medium	Euro 3	0.083	0.0010	0.00031	0.00095	0.034	0.795	0.0095	0.0012	0.278
Passenger Cars	Diesel	Medium	Euro 4	0.083	0.0010	0.00031	0.00095	0.034	0.795	0.0095	0.0012	0.278
Passenger Cars	Diesel	Medium	Euro 5	0.083	0.0010	0.00031	0.00095	0.034	0.795	0.0095	0.0012	0.278
Passenger Cars	Diesel	Medium	Euro 6 a/b/c	0.083	0.0010	0.00031	0.00095	0.034	0.792	0.0093	0.0012	0.276
Passenger Cars	Diesel	Medium	Euro 6 d-temp	0.083	0.0010	0.00031	0.00095	0.034	0.789	0.0092	0.0012	0.274
Passenger Cars	Diesel	Medium	Euro 6 d/e	0.083	0.0010	0.00031	0.00095	0.034	0.784	0.0090	0.0011	0.271
Passenger Cars	Diesel	Large-SUV-Executive	Conventional	0.097	0.0011	0.00039	0.00111	0.040	0.912	0.0103	0.0013	0.308
Passenger Cars	Diesel	Large-SUV-Executive	Euro 1	0.097	0.0011	0.00042	0.00111	0.040	0.912	0.0103	0.0013	0.308
Passenger Cars	Diesel	Large-SUV-Executive	Euro 2	0.097	0.0011	0.00042	0.00111	0.040	0.912	0.0103	0.0013	0.308
Passenger Cars	Diesel	Large-SUV-Executive	Euro 3	0.097	0.0011	0.00042	0.00111	0.040	0.912	0.0103	0.0013	0.308
Passenger Cars	Diesel	Large-SUV-Executive	Euro 4	0.097	0.0011	0.00042	0.00111	0.040	0.912	0.0103	0.0013	0.308
Passenger Cars	Diesel	Large-SUV-Executive	Euro 5	0.097	0.0011	0.00042	0.00111	0.040	0.912	0.0103	0.0013	0.308
Passenger Cars	Diesel	Large-SUV-Executive	Euro 6 a/b/c	0.097	0.0011	0.00042	0.00111	0.040	0.909	0.0101	0.0013	0.306
Passenger Cars	Diesel	Large-SUV-Executive	Euro 6 d-temp	0.097	0.0011	0.00042	0.00111	0.040	0.906	0.0100	0.0012	0.304
Passenger Cars	Diesel	Large-SUV-Executive	Euro 6 d/e	0.097	0.0010	0.00042	0.00111	0.039	0.901	0.0098	0.0012	0.301
Passenger Cars	LPG Bifuel	All Segments	Conventional	0.074	0.0010	-	0.00085	0.031	0.723	0.0089	0.0011	0.257
Passenger Cars	LPG Bifuel	All Segments	Euro 1	0.079	0.0010	-	0.00090	0.032	0.761	0.0091	0.0012	0.267
Passenger Cars	LPG Bifuel	All Segments	Euro 6 d-temp	0.082	0.0010	-	0.00093	0.033	0.783	0.0093	0.0012	0.273
Passenger Cars	LPG Bifuel	All Segments	Euro 3	0.082	0.0010	-	0.00093	0.033	0.786	0.0093	0.0012	0.273
Passenger Cars	LPG Bifuel	All Segments	Euro 4	0.081	0.0010	-	0.00093	0.033	0.780	0.0093	0.0012	0.272
Passenger Cars	LPG Bifuel	All Segments	Euro 5	0.083	0.0010	-	0.00095	0.034	0.795	0.0094	0.0012	0.276
Passenger Cars	LPG Bifuel	All Segments	Euro 6 a/b/c	0.081	0.0010	-	0.00093	0.033	0.778	0.0091	0.0012	0.271
Passenger Cars	LPG Bifuel	All Segments	Euro 6 d-temp	0.073	0.0009	-	0.00083	0.030	0.706	0.0086	0.0011	0.251
Passenger Cars	LPG Bifuel	All Segments	Euro 6 d/e	0.062	0.0008	-	0.00071	0.025	0.599	0.0073	0.0009	0.216
Light Commercial Vehicles	Petrol	N1-I	Conventional	0.665	0.0010	0.00078	0.00097	0.034	0.792	0.0095	0.0012	0.278
Light Commercial Vehicles	Petrol	N1-I	Euro 1	0.552	0.0010	0.00063	0.00096	0.034	0.792	0.0095	0.0012	0.277
Light Commercial Vehicles	Petrol	N1-I	Euro 2	0.529	0.0010	0.00060	0.00096	0.034	0.792	0.0095	0.0012	0.277
Light Commercial Vehicles	Petrol	N1-I	Euro 3	0.554	0.0010	0.00063	0.00096	0.034	0.792	0.0095	0.0012	0.277
Light Commercial Vehicles	Petrol	N1-I	Euro 4	0.561	0.0010	0.00064	0.00096	0.034	0.792	0.0095	0.0012	0.278
Light Commercial Vehicles	Petrol	N1-I	Euro 5	0.561	0.0010	0.00064	0.00096	0.034	0.792	0.0095	0.0012	0.278
Light Commercial Vehicles	Petrol	N1-I	Euro 6 a/b/c	0.561	0.0010	0.00064	0.00096	0.034	0.789	0.0094	0.0012	0.276
Light Commercial Vehicles	Petrol	N1-I	Euro 6 d-temp	0.561	0.0010	0.00064	0.00096	0.034	0.787	0.0093	0.0012	0.274
Light Commercial Vehicles	Petrol	N1-I	Euro 6 d/e	0.561	0.0010	0.00064	0.00096	0.034	0.783	0.0091	0.0011	0.272
Light Commercial Vehicles	Petrol	N1-II & N1-III	Conventional	0.747	0.0012	0.00084	0.00137	0.047	1.076	0.0116	0.0015	0.381
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 1	0.883	0.0012	0.00103	0.00138	0.047	1.076	0.0116	0.0015	0.382
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 2	0.883	0.0012	0.00103	0.00138	0.047	1.076	0.0116	0.0015	0.382
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 3	0.883	0.0012	0.00103	0.00138	0.047	1.076	0.0116	0.0015	0.382
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 4	0.883	0.0012	0.00103	0.00138	0.047	1.076	0.0116	0.0015	0.382
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 5	0.598	0.0012	0.00064	0.00137	0.047	1.076	0.0115	0.0015	0.381
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 6 a/b/c	0.598	0.0012	0.00064	0.00137	0.047	1.074	0.0114	0.0014	0.379
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 6 d-temp	0.598	0.0012	0.00064	0.00137	0.047	1.071	0.0113	0.0014	0.377
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 6 d/e	0.598	0.0011	0.00064	0.00137	0.047	1.067	0.0112	0.0014	0.375
Light Commercial Vehicles	Diesel	N1-I	Conventional	0.083	0.0010	0.00039	0.00095	0.034	0.795	0.0095	0.0012	0.278
Light Commercial Vehicles	Diesel	N1-I	Euro 1	0.083	0.0010	0.00032	0.00095	0.034	0.795	0.0095	0.0012	0.278
Light Commercial Vehicles	Diesel	N1-I	Euro 2	0.083	0.0010	0.00033	0.00095	0.034	0.795	0.0095	0.0012	0.278

				Priority Heavy Metals			Additional Heavy Metals					
				Pb	Cd	Hg	As	Cr	Cu	Ni	Se	Zn
Category	Fuel	Segment	Euro Standard	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km
Light Commercial Vehicles	Diesel	N1-I	Euro 3	0.083	0.0010	0.00031	0.00095	0.034	0.795	0.0095	0.0012	0.278
Light Commercial Vehicles	Diesel	N1-I	Euro 4	0.083	0.0010	0.00031	0.00095	0.034	0.795	0.0095	0.0012	0.278
Light Commercial Vehicles	Diesel	N1-I	Euro 5	0.083	0.0010	0.00031	0.00095	0.034	0.795	0.0095	0.0012	0.278
Light Commercial Vehicles	Diesel	N1-I	Euro 6 a/b/c	0.083	0.0010	0.00031	0.00095	0.034	0.792	0.0093	0.0012	0.276
Light Commercial Vehicles	Diesel	N1-I	Euro 6 d-temp	0.083	0.0010	0.00031	0.00095	0.034	0.789	0.0092	0.0012	0.274
Light Commercial Vehicles	Diesel	N1-I	Euro 6 d/e	0.083	0.0010	0.00031	0.00095	0.034	0.784	0.0090	0.0011	0.271
Light Commercial Vehicles	Diesel	N1-II & N1-III	Conventional	0.118	0.0012	0.00054	0.00135	0.048	1.080	0.0115	0.0015	0.382
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 1	0.118	0.0012	0.00048	0.00135	0.048	1.080	0.0115	0.0015	0.382
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 2	0.118	0.0012	0.00048	0.00135	0.048	1.080	0.0115	0.0015	0.382
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 3	0.118	0.0012	0.00048	0.00135	0.048	1.080	0.0115	0.0015	0.382
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 4	0.118	0.0012	0.00048	0.00135	0.048	1.080	0.0115	0.0015	0.382
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 5	0.118	0.0012	0.00045	0.00135	0.047	1.080	0.0115	0.0015	0.381
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 6 a/b/c	0.118	0.0012	0.00045	0.00135	0.047	1.076	0.0114	0.0014	0.380
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 6 d-temp	0.118	0.0012	0.00045	0.00135	0.047	1.073	0.0112	0.0014	0.378
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 6 d/e	0.118	0.0011	0.00045	0.00135	0.047	1.068	0.0110	0.0014	0.375
Heavy Duty Trucks	Diesel	<=20 t	Conventional	0.185	0.0015	0.00101	0.00212	0.074	1.642	0.0155	0.0018	0.520
Heavy Duty Trucks	Diesel	<=20 t	Euro I	0.185	0.0015	0.00089	0.00212	0.074	1.642	0.0155	0.0018	0.522
Heavy Duty Trucks	Diesel	<=20 t	Euro II	0.185	0.0015	0.00088	0.00212	0.074	1.642	0.0155	0.0019	0.532
Heavy Duty Trucks	Diesel	<=20 t	Euro III	0.186	0.0015	0.00100	0.00215	0.074	1.644	0.0157	0.0020	0.578
Heavy Duty Trucks	Diesel	<=20 t	Euro IV	0.186	0.0015	0.00097	0.00215	0.074	1.644	0.0158	0.0020	0.591
Heavy Duty Trucks	Diesel	<=20 t	Euro V	0.186	0.0016	0.00094	0.00216	0.074	1.644	0.0158	0.0020	0.600
Heavy Duty Trucks	Diesel	<=20 t	Euro VI A/B/C	0.187	0.0016	0.00095	0.00216	0.074	1.644	0.0158	0.0021	0.606
Heavy Duty Trucks	Diesel	<=20 t	Euro VI D/E	0.187	0.0016	0.00095	0.00216	0.074	1.644	0.0158	0.0021	0.608
Heavy Duty Trucks	Diesel	20 - 28 t	Conventional	0.187	0.0016	0.00157	0.00218	0.075	1.645	0.0159	0.0021	0.616
Heavy Duty Trucks	Diesel	20 - 28 t	Euro I	0.187	0.0016	0.00136	0.00217	0.075	1.645	0.0159	0.0021	0.616
Heavy Duty Trucks	Diesel	20 - 28 t	Euro II	0.187	0.0016	0.00133	0.00217	0.075	1.645	0.0159	0.0021	0.616
Heavy Duty Trucks	Diesel	20 - 28 t	Euro III	0.187	0.0016	0.00138	0.00217	0.075	1.645	0.0159	0.0021	0.616
Heavy Duty Trucks	Diesel	20 - 28 t	Euro IV	0.187	0.0016	0.00133	0.00217	0.075	1.645	0.0159	0.0021	0.615
Heavy Duty Trucks	Diesel	20 - 28 t	Euro V	0.187	0.0016	0.00129	0.00217	0.074	1.645	0.0159	0.0021	0.615
Heavy Duty Trucks	Diesel	20 - 28 t	Euro VI A/B/C	0.187	0.0016	0.00131	0.00217	0.075	1.645	0.0159	0.0021	0.615
Heavy Duty Trucks	Diesel	20 - 28 t	Euro VI D/E	0.187	0.0016	0.00131	0.00217	0.075	1.645	0.0159	0.0021	0.615
Heavy Duty Trucks	Diesel	>28 t	Conventional	0.191	0.0017	0.00191	0.00228	0.076	1.650	0.0166	0.0026	0.806
Heavy Duty Trucks	Diesel	>28 t	Euro I	0.192	0.0017	0.00170	0.00229	0.076	1.650	0.0168	0.0027	0.839
Heavy Duty Trucks	Diesel	>28 t	Euro II	0.192	0.0017	0.00167	0.00228	0.076	1.650	0.0167	0.0026	0.811
Heavy Duty Trucks	Diesel	>28 t	Euro III	0.191	0.0017	0.00168	0.00227	0.076	1.649	0.0166	0.0026	0.795
Heavy Duty Trucks	Diesel	>28 t	Euro IV	0.187	0.0016	0.00152	0.00218	0.075	1.645	0.0159	0.0021	0.629
Heavy Duty Trucks	Diesel	>28 t	Euro V	0.187	0.0016	0.00148	0.00217	0.075	1.645	0.0159	0.0021	0.616
Heavy Duty Trucks	Diesel	>28 t	Euro VI A/B/C	0.187	0.0016	0.00149	0.00217	0.075	1.645	0.0159	0.0021	0.616
Heavy Duty Trucks	Diesel	>28 t	Euro VI D/E	0.187	0.0016	0.00149	0.00217	0.075	1.645	0.0159	0.0021	0.616
Buses	Diesel	Urban Buses	Conventional	0.344	0.0053	0.00286	0.00395	0.150	3.512	0.0465	0.0058	1.154
Buses	Diesel	Urban Buses	Euro I	0.345	0.0053	0.00251	0.00396	0.150	3.513	0.0466	0.0058	1.183
Buses	Diesel	Urban Buses	Euro II	0.345	0.0053	0.00238	0.00395	0.150	3.513	0.0466	0.0058	1.181
Buses	Diesel	Urban Buses	Euro III	0.345	0.0053	0.00245	0.00396	0.150	3.513	0.0466	0.0058	1.182
Buses	Diesel	Urban Buses	Euro IV	0.345	0.0053	0.00216	0.00395	0.149	3.512	0.0466	0.0058	1.181
Buses	Diesel	Urban Buses	Euro V	0.345	0.0053	0.00221	0.00395	0.149	3.512	0.0466	0.0059	1.187
Buses	Diesel	Urban Buses	Euro VI A/B/C	0.345	0.0046	0.00244	0.00396	0.147	3.394	0.0418	0.0052	1.122
Buses	Diesel	Urban Buses	Euro VI D/E	0.345	0.0047	0.00247	0.00396	0.147	3.394	0.0418	0.0052	1.126
Buses	Diesel	Coaches	Conventional	0.155	0.0016	0.00125	0.00181	0.063	1.417	0.0151	0.0020	0.534
Buses	Diesel	Coaches	Euro I	0.156	0.0016	0.00118	0.00182	0.063	1.418	0.0152	0.0021	0.557
Buses	Diesel	Coaches	Euro II	0.156	0.0016	0.00118	0.00182	0.063	1.418	0.0153	0.0021	0.563

				Priority Heavy Metals			Additional Heavy Metals					
				Pb	Cd	Hg	As	Cr	Cu	Ni	Se	Zn
Category	Fuel	Segment	Euro Standard	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km	mg/km
Buses	Diesel	Coaches	Euro III	0.156	0.0016	0.00119	0.00182	0.063	1.418	0.0153	0.0021	0.568
Buses	Diesel	Coaches	Euro IV	0.156	0.0016	0.00119	0.00183	0.063	1.418	0.0153	0.0021	0.571
Buses	Diesel	Coaches	Euro V	0.156	0.0016	0.00125	0.00182	0.064	1.418	0.0153	0.0021	0.568
Buses	Diesel	Coaches	Euro VI A/B/C	0.156	0.0016	0.00126	0.00183	0.064	1.415	0.0152	0.0021	0.572
Buses	Diesel	Coaches	Euro VI D/E	0.156	0.0016	0.00127	0.00183	0.064	1.415	0.0152	0.0021	0.573
Buses	CNG	Urban CNG Buses	Euro III	0.343	0.0053	-	0.00387	0.146	3.508	0.0462	0.0056	1.097
Buses	CNG	Urban CNG Buses	EEV	0.343	0.0053	-	0.00387	0.146	3.508	0.0462	0.0056	1.097
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Conventional	0.203	0.0048	0.00022	0.00045	0.034	1.111	0.0348	0.0049	0.561
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 1	0.170	0.0048	0.00018	0.00045	0.034	1.111	0.0348	0.0049	0.561
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 2	0.170	0.0048	0.00018	0.00045	0.034	1.111	0.0348	0.0049	0.561
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 3	0.148	0.0048	0.00015	0.00045	0.034	1.111	0.0348	0.0049	0.561
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 4	0.145	0.0048	0.00014	0.00045	0.034	1.111	0.0348	0.0049	0.561
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 5	0.145	0.0048	0.00014	0.00045	0.034	1.111	0.0348	0.0049	0.561
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Conventional	0.203	0.0048	0.00022	0.00045	0.034	1.111	0.0348	0.0049	0.561
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 1	0.170	0.0048	0.00018	0.00045	0.034	1.111	0.0348	0.0049	0.561
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 2	0.170	0.0048	0.00018	0.00045	0.034	1.111	0.0348	0.0049	0.561
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 3	0.148	0.0048	0.00015	0.00045	0.034	1.111	0.0348	0.0049	0.561
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 4	0.145	0.0048	0.00014	0.00045	0.034	1.111	0.0348	0.0049	0.561
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 5	0.145	0.0048	0.00014	0.00045	0.034	1.111	0.0348	0.0049	0.561
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Conventional	0.248	0.0048	0.00030	0.00030	0.029	1.000	0.0341	0.0048	0.536
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 1	0.231	0.0048	0.00028	0.00030	0.029	1.000	0.0341	0.0048	0.536
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 2	0.231	0.0048	0.00028	0.00030	0.029	1.000	0.0341	0.0048	0.536
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 3	0.156	0.0048	0.00018	0.00030	0.029	1.000	0.0341	0.0048	0.536
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 4	0.161	0.0048	0.00018	0.00030	0.029	1.000	0.0341	0.0048	0.536
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 5	0.161	0.0048	0.00018	0.00030	0.029	1.000	0.0341	0.0048	0.536
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Conventional	0.245	0.0003	0.00029	0.00030	0.010	0.240	0.0029	0.0004	0.096
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 1	0.206	0.0003	0.00024	0.00030	0.010	0.240	0.0029	0.0004	0.096
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 2	0.175	0.0003	0.00020	0.00030	0.010	0.240	0.0029	0.0004	0.096
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 3	0.156	0.0003	0.00018	0.00030	0.010	0.240	0.0029	0.0004	0.096
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 4	0.174	0.0003	0.00020	0.00030	0.010	0.240	0.0029	0.0004	0.096
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 5	0.170	0.0003	0.00019	0.00030	0.010	0.240	0.0029	0.0004	0.096
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Conventional	0.326	0.0003	0.00040	0.00031	0.011	0.240	0.0030	0.0004	0.097
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 1	0.311	0.0003	0.00038	0.00031	0.011	0.240	0.0029	0.0004	0.096
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 2	0.288	0.0003	0.00035	0.00030	0.010	0.240	0.0029	0.0004	0.096
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 3	0.397	0.0003	0.00050	0.00031	0.011	0.240	0.0030	0.0004	0.097
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 4	0.337	0.0003	0.00042	0.00031	0.011	0.240	0.0030	0.0004	0.097
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 5	0.248	0.0003	0.00030	0.00030	0.010	0.240	0.0029	0.0004	0.096
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Conventional	0.369	0.0003	0.00046	0.00031	0.011	0.240	0.0030	0.0004	0.097
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 1	0.348	0.0003	0.00043	0.00031	0.011	0.240	0.0030	0.0004	0.097
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 2	0.348	0.0003	0.00043	0.00031	0.011	0.240	0.0030	0.0004	0.097
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 3	0.396	0.0003	0.00050	0.00031	0.011	0.240	0.0030	0.0004	0.097
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 4	0.337	0.0003	0.00042	0.00031	0.011	0.240	0.0030	0.0004	0.097
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 5	0.342	0.0003	0.00043	0.00031	0.011	0.240	0.0030	0.0004	0.097

Table C-7: Fuel and lubricant consumption from road transport sector (TJ)

Fuel	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Diesel*	75 778.03	79 322.06	83 290.83	85 747.79	92 121.05	97 235.69	105 415.48	112 872.10	127 740.58	138 050.34	160 136.37	169 398.15
Petrol**	61 131.89	67 292.71	75 053.58	79 027.71	81 635.80	84 280.67	86 727.53	87 424.30	90 989.78	91 945.41	92 733.17	88 217.67
CNG	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	29.78	197.04
LPG	0.98	2.56	4.51	5.03	5.40	13.28	82.77	796.75	910.55	1 097.65	1 027.14	996.03
Lubricants 2-stroke	74.32	69.27	64.09	58.23	52.56	48.17	44.10	40.11	37.53	34.18	31.10	26.05

Fuel	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Diesel*	171 651.80	173 177.29	175 597.29	176 673.02	185 226.47	186 797.14	186 665.76	190 450.08	194 527.94	182 938.79	167 871.09
Petrol**	92 096.09	89 286.61	85 921.39	80 634.46	74 586.02	69 599.90	65 277.90	64 029.05	60 751.90	54 696.56	49 789.08
CNG	304.13	397.29	391.52	440.00	437.06	483.91	505.81	502.58	526.74	528.29	503.17
LPG	975.81	942.26	867.96	963.02	1 028.40	1 068.05	1 189.80	1 394.20	1 331.70	1 385.83	1 465.38
Lubricants 2-stroke	25.49	22.48	20.72	19.56	18.92	18.58	17.70	18.67	19.88	18.88	17.60

Fuel	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Diesel*	164 487.36	168 842.84	173 023.45	177 089.50	181 287.35	183 537.84	188 589.09	160 872.98	173 807.88	182 311.61	190 675.66
Petrol**	48 030.83	48 013.35	47 472.93	46 243.50	45 359.30	45 072.58	46 694.26	38 761.51	42 641.86	46 912.37	51 791.44
CNG	520.13	508.32	548.05	496.72	616.92	672.94	733.02	841.34	996.58	1 370.26	1 427.70
LPG	1 537.39	1 541.87	1 647.00	1 720.61	1 700.22	1 668.86	1 710.39	1 289.37	1 451.27	1 614.22	1 956.83
Lubricants 2-stroke	17.78	18.08	18.67	20.60	20.64	20.67	21.60	19.31	22.42	25.52	28.48

* includes incorporation of Biodiesel

** includes incorporation of Biopetrol and petrol evaporation

Table C-8: Vehicle fleet.

Category	Fuel	Segment	Euro Standard	1990	1995	2000	2005	2010	2015	2020	2022	2023
Passenger Cars	Petrol	Mini	Euro 4	0	0	0	0	32 145	29 767	30 563	31 689	31 736
Passenger Cars	Petrol	Mini	Euro 5	0	0	0	0	0	20 992	17 813	18 935	19 445
Passenger Cars	Petrol	Mini	Euro 6 a/b/c	0	0	0	0	0	11 646	42 537	27 077	21 444
Passenger Cars	Petrol	Mini	Euro 6 d-temp	0	0	0	0	0	0	23 887	23 767	26 566
Passenger Cars	Petrol	Mini	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11 407.0	17 096.0
Passenger Cars	Petrol	Small	PRE ECE - ECE 15/04	1 314 342	1 510 432	1 147 073	678 906	381 268	233 461	117 412	101 686	86 845
Passenger Cars	Petrol	Small	Euro 1	0	544 032	695 574	555 115	427 631	303 928	168 994	141 874	119 143
Passenger Cars	Petrol	Small	Euro 2	0	0	574 509	510 073	478 939	417 071	251 758	223 839	203 601
Passenger Cars	Petrol	Small	Euro 3	0	0	0	364 643	336 001	327 523	266 156	256 505	248 383
Passenger Cars	Petrol	Small	Euro 4	0	0	0	0	174 241	159 967	157 782	158 719	157 676
Passenger Cars	Petrol	Small	Euro 5	0	0	0	0	0	82 554	71 190	73 452	74 350
Passenger Cars	Petrol	Small	Euro 6 a/b/c	0	0	0	0	0	35 274	164 975	128 423	118 163
Passenger Cars	Petrol	Small	Euro 6 d-temp	0	0	0	0	0	0	107 678	107 138	128 432
Passenger Cars	Petrol	Small	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	86 038.0	128 949.0
Passenger Cars	Petrol	Medium	PRE ECE - ECE 15/04	49 005	55 651	41 937	25 475	17 040	11 835	7 442	6 649	5 707
Passenger Cars	Petrol	Medium	Euro 1	0	42 397	66 756	72 893	57 398	40 698	25 646	22 526	19 601
Passenger Cars	Petrol	Medium	Euro 2	0	0	185 430	167 393	160 952	141 023	105 243	94 214	86 072
Passenger Cars	Petrol	Medium	Euro 3	0	0	0	180 661	167 216	163 184	145 679	140 290	135 705
Passenger Cars	Petrol	Medium	Euro 4	0	0	0	0	89 578	82 307	81 630	82 176	81 634
Passenger Cars	Petrol	Medium	Euro 5	0	0	0	0	0	19 221	26 113	27 874	28 450
Passenger Cars	Petrol	Medium	Euro 6 a/b/c	0	0	0	0	0	4 863	53 820	89 016	96 819
Passenger Cars	Petrol	Medium	Euro 6 d-temp	0	0	0	0	0	0	39 050	38 730	45 687
Passenger Cars	Petrol	Medium	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28 147.0	42 185.0
Passenger Cars	Petrol	Large-SUV-Executive	PRE ECE - ECE 15/04	91 320	76 145	48 942	24 497	20 759	17 246	13 301	12 048	11 618
Passenger Cars	Petrol	Large-SUV-Executive	Euro 1	0	17 144	21 751	17 101	14 858	11 861	9 324	8 903	8 604
Passenger Cars	Petrol	Large-SUV-Executive	Euro 2	0	0	26 680	28 162	29 249	26 723	22 778	22 322	21 562
Passenger Cars	Petrol	Large-SUV-Executive	Euro 3	0	0	0	16 474	16 639	16 853	15 549	15 834	15 490
Passenger Cars	Petrol	Large-SUV-Executive	Euro 4	0	0	0	0	7 206	6 153	7 790	8 862	8 892
Passenger Cars	Petrol	Large-SUV-Executive	Euro 5	0	0	0	0	0	4 003	3 143	4 137	4 372
Passenger Cars	Petrol	Large-SUV-Executive	Euro 6 a/b/c	0	0	0	0	0	1 419	6 177	6 877	6 339
Passenger Cars	Petrol	Large-SUV-Executive	Euro 6 d-temp	0	0	0	0	0	0	3 317	3 300	3 931
Passenger Cars	Petrol	Large-SUV-Executive	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2 550.0	3 822.0
Passenger Cars	Petrol Hybrid	All Segments	Euro 4	0	0	0	1 227	7 601	7 699	7 567	7 586	7 525
Passenger Cars	Petrol Hybrid	All Segments	Euro 5	0	0	0	0	0	6 682	11 954	12 862	14 242
Passenger Cars	Petrol Hybrid	All Segments	Euro 6 a/b/c	0	0	0	0	0	4 088	26 968	28 430	29 028
Passenger Cars	Petrol Hybrid	All Segments	Euro 6 d-temp	0	0	0	0	0	0	35 873	35 873	47 219
Passenger Cars	Petrol Hybrid	All Segments	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45 384.0	68 076.0
Passenger Cars	Diesel	Mini	Euro 4	0	0	0	0	6 055	6 282	8 176	8 658	8 927
Passenger Cars	Diesel	Mini	Euro 5	0	0	0	0	0	2 571	3 641	4 079	4 338
Passenger Cars	Diesel	Mini	Euro 6 a/b/c	0	0	0	0	0	0	0	1	1
Passenger Cars	Diesel	Mini	Euro 6 d-temp	0	0	0	0	0	0	10	10	10
Passenger Cars	Diesel	Small	Conventional	31 145	52 304	50 885	43 369	29 400	19 428	10 837	9 165	7 408
Passenger Cars	Diesel	Small	Euro 1	0	33 346	43 841	42 456	34 746	28 085	19 927	17 620	15 841
Passenger Cars	Diesel	Small	Euro 2	0	0	37 486	37 250	35 885	33 745	29 102	27 479	26 332
Passenger Cars	Diesel	Small	Euro 3	0	0	0	71 323	71 133	72 403	68 067	67 063	65 622
Passenger Cars	Diesel	Small	Euro 4	0	0	0	0	50 792	51 113	53 663	54 885	55 054
Passenger Cars	Diesel	Small	Euro 5	0	0	0	0	0	24 667	30 072	31 593	32 741
Passenger Cars	Diesel	Small	Euro 6 a/b/c	0	0	0	0	0	5 889	13 513	13 942	14 105

Category	Fuel	Segment	Euro Standard	1990	1995	2000	2005	2010	2015	2020	2022	2023
Passenger Cars	Diesel	Small	Euro 6 d-temp	0	0	0	0	0	0	21 890	21 890	25 540
Passenger Cars	Diesel	Small	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14 600.0	21 900.0
Passenger Cars	Diesel	Medium	Conventional	9 902	26 450	26 190	24 159	18 657	12 999	7 440	6 179	5 060
Passenger Cars	Diesel	Medium	Euro 1	0	49 845	72 530	74 093	68 423	58 530	42 311	37 438	33 753
Passenger Cars	Diesel	Medium	Euro 2	0	0	144 097	143 182	144 836	137 124	118 534	112 195	107 479
Passenger Cars	Diesel	Medium	Euro 3	0	0	0	285 107	283 682	280 755	261 511	255 953	250 839
Passenger Cars	Diesel	Medium	Euro 4	0	0	0	0	388 526	389 210	386 220	386 739	384 117
Passenger Cars	Diesel	Medium	Euro 5	0	0	0	0	0	247 219	310 544	324 224	338 921
Passenger Cars	Diesel	Medium	Euro 6 a/b/c	0	0	0	0	0	95 659	395 192	419 323	427 825
Passenger Cars	Diesel	Medium	Euro 6 d-temp	0	0	0	0	0	0	89 456	89 456	105 428
Passenger Cars	Diesel	Medium	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	63 888.0	95 832.0
Passenger Cars	Diesel	Large-SUV-Executive	Conventional	57 173	70 532	65 192	57 821	50 984	43 722	35 003	32 982	31 154
Passenger Cars	Diesel	Large-SUV-Executive	Euro 1	0	37 787	65 106	67 426	64 727	57 454	46 680	44 185	41 850
Passenger Cars	Diesel	Large-SUV-Executive	Euro 2	0	0	211 246	209 863	209 622	195 252	168 253	161 299	155 108
Passenger Cars	Diesel	Large-SUV-Executive	Euro 3	0	0	0	238 066	236 996	235 335	221 328	218 853	215 129
Passenger Cars	Diesel	Large-SUV-Executive	Euro 4	0	0	0	0	239 424	238 400	247 082	251 525	250 617
Passenger Cars	Diesel	Large-SUV-Executive	Euro 5	0	0	0	0	0	107 912	129 937	138 301	142 338
Passenger Cars	Diesel	Large-SUV-Executive	Euro 6 a/b/c	0	0	0	0	0	31 759	130 970	140 110	142 601
Passenger Cars	Diesel	Large-SUV-Executive	Euro 6 d-temp	0	0	0	0	0	0	26 068	26 068	30 176
Passenger Cars	Diesel	Large-SUV-Executive	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16 432.0	24 648.0
Passenger Cars	LPG Bifuel	All Segments	Conventional	25	164	4 561	4 477	5 671	7 562	7 828	7 828	7 828
Passenger Cars	LPG Bifuel	All Segments	Euro 1	0	186	7 066	6 937	8 788	11 718	12 128	12 128	12 128
Passenger Cars	LPG Bifuel	All Segments	Euro 2	0	0	9 300	9 129	11 566	15 421	15 961	15 961	15 961
Passenger Cars	LPG Bifuel	All Segments	Euro 3	0	0	0	4 753	6 021	8 028	8 310	8 310	8 310
Passenger Cars	LPG Bifuel	All Segments	Euro 4	0	0	0	0	1 592	1 585	1 595	1 595	1 595
Passenger Cars	LPG Bifuel	All Segments	Euro 5	0	0	0	0	0	3 750	3 724	3 724	3 724
Passenger Cars	LPG Bifuel	All Segments	Euro 6 a/b/c	0	0	0	0	0	0	2 769	2 769	2 769
Passenger Cars	LPG Bifuel	All Segments	Euro 6 d-temp	0	0	0	0	0	0	7 419	7 419	7 419
Passenger Cars	LPG Bifuel	All Segments	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	2 007.0	7 419.0	9 530.0
Light Commercial Vehicles	Petrol	N1-I	Conventional	35 580	35 948	30 761	21 038	13 153	9 754	6 950	6 571	6 041
Light Commercial Vehicles	Petrol	N1-I	Euro 1	0	461	919	832	533	322	174	150	118
Light Commercial Vehicles	Petrol	N1-I	Euro 2	0	0	230	214	190	178	137	108	109
Light Commercial Vehicles	Petrol	N1-I	Euro 3	0	0	0	402	480	431	356	331	311
Light Commercial Vehicles	Petrol	N1-I	Euro 4	0	0	0	0	11	13	22	27	29
Light Commercial Vehicles	Petrol	N1-I	Euro 5	0	0	0	0	0	4	11	12	14
Light Commercial Vehicles	Petrol	N1-I	Euro 6 a/b/c	0	0	0	0	0	0	9	8	10
Light Commercial Vehicles	Petrol	N1-I	Euro 6 d-temp	0	0	0	0	0	0	125	142	194
Light Commercial Vehicles	Petrol	N1-I	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	116.0	174.0
Light Commercial Vehicles	Petrol	N1-II & N1-III	Conventional	2 219	2 731	2 435	2 000	1 609	1 422	1 209	1 207	1 196
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 1	0	38	110	89	151	121	92	83	79
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 2	0	0	31	232	276	264	222	214	205
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 3	0	0	0	25	57	67	74	83	80
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 4	0	0	0	0	4	13	27	39	40
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 5	0	0	0	0	0	1	8	25	29
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 6 a/b/c	0	0	0	0	0	0	6	14	15
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 6 d-temp	0	0	0	0	0	0	10	19	25
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	24.0
Light Commercial Vehicles	Diesel	N1-I	Conventional	46 471	161 742	160 307	141 339	97 499	65 074	38 400	32 543	27 361
Light Commercial Vehicles	Diesel	N1-I	Euro 1	0	28 452	107 939	104 661	89 788	73 461	51 569	45 329	40 588
Light Commercial Vehicles	Diesel	N1-I	Euro 2	0	0	143 654	142 123	132 054	118 382	95 766	88 620	83 381
Light Commercial Vehicles	Diesel	N1-I	Euro 3	0	0	0	162 955	167 534	157 942	140 055	135 116	130 693
Light Commercial Vehicles	Diesel	N1-I	Euro 4	0	0	0	0	103 686	105 451	99 106	98 290	96 759

Category	Fuel	Segment	Euro Standard	1990	1995	2000	2005	2010	2015	2020	2022	2023
Light Commercial Vehicles	Diesel	N1-I	Euro 5	0	0	0	0	0	24 562	24 769	25 025	24 984
Light Commercial Vehicles	Diesel	N1-I	Euro 6 a/b/c	0	0	0	0	0	5 651	14 652	15 015	15 287
Light Commercial Vehicles	Diesel	N1-I	Euro 6 d-temp	0	0	0	0	0	0	7 274	7 795	9 293
Light Commercial Vehicles	Diesel	N1-I	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1 080.0	1 620.0
Light Commercial Vehicles	Diesel	N1-II & N1-III	Conventional	206 191	344 266	327 430	278 575	215 732	171 559	142 347	138 082	132 794
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 1	0	18 185	104 999	101 499	92 045	79 823	69 970	68 528	66 594
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 2	0	0	81 309	117 418	109 705	99 062	89 845	88 748	86 700
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 3	0	0	0	104 492	133 051	123 906	114 960	114 277	112 434
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 4	0	0	0	0	97 479	117 396	113 480	115 632	115 120
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 5	0	0	0	0	0	36 262	40 528	42 847	43 721
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 6 a/b/c	0	0	0	0	0	19 182	72 021	76 353	78 858
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 6 d-temp	0	0	0	0	0	0	76 378	81 940	103 928
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55 644.0	83 466.0
Heavy Duty Trucks	Diesel	<=20 t	Conventional	33 568	43 785	40 420	31 480	19 438	11 275	7 774	7 498	6 826
Heavy Duty Trucks	Diesel	<=20 t	Euro I	0	4 239	6 243	6 151	5 165	3 752	2 877	2 771	2 575
Heavy Duty Trucks	Diesel	<=20 t	Euro II	0	0	13 333	16 183	16 090	12 678	11 036	10 839	10 194
Heavy Duty Trucks	Diesel	<=20 t	Euro III	0	0	0	7 035	12 220	13 128	13 348	13 372	12 680
Heavy Duty Trucks	Diesel	<=20 t	Euro IV	0	0	0	0	11 343	11 241	11 007	11 225	10 970
Heavy Duty Trucks	Diesel	<=20 t	Euro V	0	0	0	0	2 702	9 139	10 692	10 967	11 181
Heavy Duty Trucks	Diesel	<=20 t	Euro VI A/B/C	0	0	0	0	0	7 287	19 452	19 560	19 298
Heavy Duty Trucks	Diesel	<=20 t	Euro VI D/E	0	0	0	0	0	0	8 243	16 358	20 396
Heavy Duty Trucks	Diesel	20 - 28 t	Conventional	8 891	11 108	10 189	7 840	4 246	2 198	1 375	1 166	1 030
Heavy Duty Trucks	Diesel	20 - 28 t	Euro I	0	989	1 523	1 538	1 236	823	632	557	523
Heavy Duty Trucks	Diesel	20 - 28 t	Euro II	0	0	3 451	4 258	4 040	3 124	2 694	2 536	2 468
Heavy Duty Trucks	Diesel	20 - 28 t	Euro III	0	0	0	1 401	1 919	2 087	2 395	2 480	2 536
Heavy Duty Trucks	Diesel	20 - 28 t	Euro IV	0	0	0	0	815	876	1 243	1 454	1 518
Heavy Duty Trucks	Diesel	20 - 28 t	Euro V	0	0	0	0	168	462	831	1 061	1 138
Heavy Duty Trucks	Diesel	20 - 28 t	Euro VI A/B/C	0	0	0	0	0	183	806	972	1 024
Heavy Duty Trucks	Diesel	20 - 28 t	Euro VI D/E	0	0	0	0	0	0	377	690	846
Heavy Duty Trucks	Diesel	>28 t	Conventional	9 595	15 044	13 400	8 321	3 000	1 014	451	333	259
Heavy Duty Trucks	Diesel	>28 t	Euro I	0	3 911	6 194	5 752	2 985	1 248	617	505	407
Heavy Duty Trucks	Diesel	>28 t	Euro II	0	0	14 171	17 551	12 378	6 098	2 614	2 114	1 763
Heavy Duty Trucks	Diesel	>28 t	Euro III	0	0	0	8 007	8 529	5 942	2 213	1 969	1 749
Heavy Duty Trucks	Diesel	>28 t	Euro IV	0	0	0	0	1 088	644	773	826	870
Heavy Duty Trucks	Diesel	>28 t	Euro V	0	0	0	0	90	137	216	287	306
Heavy Duty Trucks	Diesel	>28 t	Euro VI A/B/C	0	0	0	0	0	77	534	586	605
Heavy Duty Trucks	Diesel	>28 t	Euro VI D/E	0	0	0	0	0	0	418	857	1 077
Buses	Diesel	Urban Buses	Conventional	5 458	6 603	6 238	5 265	2 875	1 351	509	380	223
Buses	Diesel	Urban Buses	Euro I	0	806	1 299	1 233	1 422	1 012	418	311	194
Buses	Diesel	Urban Buses	Euro II	0	0	2 991	3 515	3 650	3 477	2 315	1 866	1 504
Buses	Diesel	Urban Buses	Euro III	0	0	0	2 231	2 898	3 377	3 352	3 080	2 862
Buses	Diesel	Urban Buses	Euro IV	0	0	0	0	1 698	1 840	2 300	2 366	2 358
Buses	Diesel	Urban Buses	Euro V	0	0	0	0	395	1 084	1 315	1 578	1 606
Buses	Diesel	Urban Buses	Euro VI A/B/C	0	0	0	0	0	433	1 614	1 777	1 777
Buses	Diesel	Urban Buses	Euro VI D/E	0	0	0	0	0	0	598	1 031	1 369
Buses	Diesel	Coaches	Conventional	751	898	847	719	429	203	75	55	33
Buses	Diesel	Coaches	Euro I	0	98	168	170	221	170	69	50	30
Buses	Diesel	Coaches	Euro II	0	0	402	460	491	499	341	268	213
Buses	Diesel	Coaches	Euro III	0	0	0	214	270	364	429	407	392
Buses	Diesel	Coaches	Euro IV	0	0	0	0	136	154	245	261	267
Buses	Diesel	Coaches	Euro V	0	0	0	0	38	108	148	197	202
Buses	Diesel	Coaches	Euro VI A/B/C	0	0	0	0	0	42	147	164	162

Category	Fuel	Segment	Euro Standard	1990	1995	2000	2005	2010	2015	2020	2022	2023
Buses	Diesel	Coaches	Euro VI D/E	0.0	0.0	0.0	0.0	0.0	0.0	57.0	155.0	192.5
Buses	CNG	Urban CNG Buses	Euro I	0	0	0	0	0	1	1	0	0
Buses	CNG	Urban CNG Buses	Euro II	0	0	1	23	23	16	0	0	0
Buses	CNG	Urban CNG Buses	Euro III	0	0	0	21	30	35	28	19	11
Buses	CNG	Urban CNG Buses	EEV	0	0	0	0	90	89	503	842	982
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Conventional	417 346	341 022	264 699	140 866	100 710	92 770	91 027	95 388	98 587
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 1	0	0	0	9 163	7 145	5 651	3 997	3 258	2 926
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 2	0	0	0	15 238	15 911	11 368	8 882	8 050	7 620
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 3	0	0	0	0	17 922	26 070	24 215	19 722	16 740
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 4	0	0	0	0	0	0	3 575	3 187	4 132
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2 133.0	3 177.0
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Conventional	417 346	341 022	264 699	140 866	100 710	92 770	91 027	95 388	98 587
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 1	0	0	0	9 163	7 145	5 651	3 997	3 258	2 926
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 2	0	0	0	15 238	15 911	11 368	8 882	8 050	7 620
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 3	0	0	0	0	17 922	26 070	24 215	19 722	16 740
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 4	0	0	0	0	0	0	3 575	3 187	4 132
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2 133.0	3 177.0
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Conventional	14 753	20 578	31 798	14 218	29 622	28 748	31 658	33 925	33 844
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 1	0	0	0	10 200	14 985	14 535	17 893	18 756	18 487
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 2	0	0	0	6 158	12 526	12 961	16 731	16 582	16 974
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 3	0	0	0	0	20 774	56 563	68 407	60 846	59 971
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 4	0	0	0	0	0	0	50 302	81 246	94 669
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15 066.0	15 171.0
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Conventional	7 869	10 975	17 591	9 473	8 375	5 565	5 652	6 057	6 042
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 1	0	0	0	6 796	4 237	2 814	3 195	3 349	3 301
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 2	0	0	0	4 103	3 541	2 509	2 987	2 961	3 031
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 3	0	0	0	0	5 873	10 950	12 214	10 864	10 708
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 4	0	0	0	0	0	0	8 981	14 506	16 902
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2 690.0	2 709.0
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Conventional	26 481	36 936	54 811	27 567	22 198	14 564	15 019	16 094	16 056
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 1	0	0	0	19 777	11 229	7 364	8 489	8 898	8 770
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 2	0	0	0	11 940	9 387	6 566	7 937	7 867	8 053
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 3	0	0	0	0	15 567	28 656	32 453	28 866	28 451
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 4	0	0	0	0	0	0	23 864	38 544	44 912
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7 147.0	7 196.0
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Conventional	17 027	23 749	40 396	21 773	21 039	16 289	17 956	19 242	19 196
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 1	0	0	0	15 620	10 643	8 236	10 149	10 638	10 485
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 2	0	0	0	9 430	8 897	7 344	9 490	9 405	9 627
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 3	0	0	0	0	14 755	32 049	38 800	34 512	34 016
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 4	0	0	0	0	0	0	28 531	46 082	53 696
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8 545.0	8 604.0

Table C-9: Total activity (vkm)

Category	Fuel	Segment	Euro Standard	1990	1995	2000	2005	2010	2015	2020	2022	2023
Passenger Cars	Petrol	Mini	Euro 4	0	0	0	0	228 195 540	219 320 116	174 582 503	215 414 430	225 784 529
Passenger Cars	Petrol	Mini	Euro 5	0	0	0	0	0	88 510 391	105 734 252	137 205 507	147 465 155
Passenger Cars	Petrol	Mini	Euro 6 a/b/c	0	0	0	0	0	71 189 228	207 290 223	198 118 278	164 208 911
Passenger Cars	Petrol	Mini	Euro 6 d-temp	0	0	0	0	0	0	182 805 150	192 100 541	224 726 034
Passenger Cars	Petrol	Mini	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	150 817 366.5	236 563 326.6
Passenger Cars	Petrol	Small	PRE ECE - ECE 15/04	17 200 354 377	18 427 903 890	11 326 526 342	5 370 858 097	2 217 789 279	1 032 621 226	362 153 786	342 246 122	304 624 078
Passenger Cars	Petrol	Small	Euro 1	0	8 161 477 117	9 123 289 426	5 965 205 105	3 568 256 871	2 032 974 360	794 511 894	728 286 179	640 080 458
Passenger Cars	Petrol	Small	Euro 2	0	0	7 433 323 912	6 008 959 349	4 479 552 049	3 161 181 110	1 374 073 889	1 348 403 823	1 283 542 707
Passenger Cars	Petrol	Small	Euro 3	0	0	0	4 259 675 742	3 347 313 428	2 708 224 517	1 611 986 012	1 720 509 679	1 743 629 638
Passenger Cars	Petrol	Small	Euro 4	0	0	0	0	1 267 870 115	1 284 363 489	983 964 366	1 095 769 378	1 139 276 420
Passenger Cars	Petrol	Small	Euro 5	0	0	0	0	0	490 379 182	456 124 282	519 034 134	549 850 359
Passenger Cars	Petrol	Small	Euro 6 a/b/c	0	0	0	0	0	257 851 687	1 213 479 857	895 855 880	862 677 307
Passenger Cars	Petrol	Small	Euro 6 d-temp	0	0	0	0	0	0	1 032 389 620	1 211 887 294	1 520 418 867
Passenger Cars	Petrol	Small	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	950 893 241.9	1 491 531 504.5
Passenger Cars	Petrol	Medium	PRE ECE - ECE 15/04	650 525 068	802 483 243	523 856 805	256 190 058	121 496 354	61 973 165	27 039 929	26 359 132	23 737 599
Passenger Cars	Petrol	Medium	Euro 1	0	483 945 617	969 034 534	882 809 496	534 862 134	300 604 232	133 582 559	128 140 007	116 691 927
Passenger Cars	Petrol	Medium	Euro 2	0	0	2 164 579 508	2 314 966 763	1 739 662 532	1 235 997 185	662 971 159	650 872 692	622 321 773
Passenger Cars	Petrol	Medium	Euro 3	0	0	0	2 042 413 447	1 829 506 327	1 465 609 819	963 501 504	1 021 407 343	1 034 045 163
Passenger Cars	Petrol	Medium	Euro 4	0	0	0	0	661 009 886	676 215 739	513 965 488	574 118 314	596 898 487
Passenger Cars	Petrol	Medium	Euro 5	0	0	0	0	0	124 409 856	166 007 547	197 079 760	210 523 727
Passenger Cars	Petrol	Medium	Euro 6 a/b/c	0	0	0	0	0	34 517 591	396 192 460	637 658 836	725 864 726
Passenger Cars	Petrol	Medium	Euro 6 d-temp	0	0	0	0	0	0	274 094 074	346 807 163	428 160 108
Passenger Cars	Petrol	Medium	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	227 738 012.4	357 218 929.4
Passenger Cars	Petrol	Large-SUV-Executive	PRE ECE - ECE 15/04	1 441 662 132	1 109 236 714	593 424 326	224 587 247	129 623 802	77 176 343	39 327 501	38 922 449	39 532 917
Passenger Cars	Petrol	Large-SUV-Executive	Euro 1	0	309 715 071	375 385 175	233 712 632	144 131 585	86 609 319	45 231 745	46 061 609	46 586 055
Passenger Cars	Petrol	Large-SUV-Executive	Euro 2	0	0	440 092 141	430 771 234	319 435 004	222 698 614	133 910 106	141 258 169	142 802 053
Passenger Cars	Petrol	Large-SUV-Executive	Euro 3	0	0	0	239 474 496	193 270 084	147 323 448	95 614 449	105 711 563	108 233 543
Passenger Cars	Petrol	Large-SUV-Executive	Euro 4	0	0	0	0	58 383 610	51 040 443	46 880 940	59 135 189	62 099 997
Passenger Cars	Petrol	Large-SUV-Executive	Euro 5	0	0	0	0	0	22 544 139	19 439 175	30 294 468	33 504 347
Passenger Cars	Petrol	Large-SUV-Executive	Euro 6 a/b/c	0	0	0	0	0	10 698 761	41 219 675	49 845 441	48 084 651
Passenger Cars	Petrol	Large-SUV-Executive	Euro 6 d-temp	0	0	0	0	0	0	16 213 393	23 927 571	29 826 719
Passenger Cars	Petrol	Large-SUV-Executive	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14 367 904.1	22 538 080.2
Passenger Cars	Petrol Hybrid	All Segments	Euro 4	0	0	0	19 280 248	95 928 344	88 390 490	64 878 103	71 822 228	74 577 954
Passenger Cars	Petrol Hybrid	All Segments	Euro 5	0	0	0	0	0	96 385 065	156 086 262	176 320 349	204 577 282
Passenger Cars	Petrol Hybrid	All Segments	Euro 6 a/b/c	0	0	0	0	0	53 945 020	252 700 086	330 906 911	353 706 936
Passenger Cars	Petrol Hybrid	All Segments	Euro 6 d-temp	0	0	0	0	0	0	276 961 633	334 284 732	460 506 877
Passenger Cars	Petrol Hybrid	All Segments	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	403 905 242.3	634 079 550.5
Passenger Cars	Diesel	Mini	Euro 4	0	0	0	0	53 646 231	62 632 915	61 293 976	64 953 557	67 557 246
Passenger Cars	Diesel	Mini	Euro 5	0	0	0	0	0	20 375 260	28 798 330	32 400 804	34 760 233
Passenger Cars	Diesel	Mini	Euro 6 a/b/c	0	0	0	0	0	0	0	8 574	11 244
Passenger Cars	Diesel	Mini	Euro 6 d-temp	0	0	0	0	0	0	51 304	80 249	80 951
Passenger Cars	Diesel	Small	Conventional	749 769 632	751 935 607	639 874 133	428 657 162	264 698 001	136 231 269	58 199 643	51 531 356	42 019 504
Passenger Cars	Diesel	Small	Euro 1	0	656 417 686	815 252 124	581 109 877	435 429 781	276 378 487	152 362 040	141 571 553	128 386 696
Passenger Cars	Diesel	Small	Euro 2	0	0	793 039 282	639 106 611	515 790 626	381 903 713	252 248 173	248 390 374	240 100 692
Passenger Cars	Diesel	Small	Euro 3	0	0	0	1 109 336 668	1 067 001 845	825 288 370	594 989 493	614 968 543	606 930 484
Passenger Cars	Diesel	Small	Euro 4	0	0	0	0	723 736 373	621 696 360	489 028 430	539 432 586	545 821 046
Passenger Cars	Diesel	Small	Euro 5	0	0	0	0	0	331 378 326	376 698 027	368 389 668	385 114 223
Passenger Cars	Diesel	Small	Euro 6 a/b/c	0	0	0	0	0	86 679 327	208 362 750	283 189 320	289 011 528

Category	Fuel	Segment	Euro Standard	1990	1995	2000	2005	2010	2015	2020	2022	2023
Passenger Cars	Diesel	Small	Euro 6 d-temp	0	0	0	0	0	0	290 783 779	391 418 344	460 677 871
Passenger Cars	Diesel	Small	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	306 317 282.3	463 493 666.9
Passenger Cars	Diesel	Medium	Conventional	231 464 098	465 355 004	413 596 456	302 278 117	211 938 472	111 020 147	45 731 529	37 030 079	30 591 006
Passenger Cars	Diesel	Medium	Euro 1	0	906 179 150	1 363 273 964	1 067 096 808	894 418 191	581 252 670	318 850 470	282 041 001	256 500 304
Passenger Cars	Diesel	Medium	Euro 2	0	0	2 801 855 147	2 480 878 486	2 200 872 580	1 627 873 453	1 099 506 978	1 052 406 357	1 016 981 390
Passenger Cars	Diesel	Medium	Euro 3	0	0	0	4 634 679 417	4 729 685 715	3 564 258 050	2 578 918 030	2 542 252 613	2 513 244 594
Passenger Cars	Diesel	Medium	Euro 4	0	0	0	0	5 561 278 899	5 244 727 042	3 886 239 595	3 912 891 826	3 920 350 505
Passenger Cars	Diesel	Medium	Euro 5	0	0	0	0	0	3 345 678 630	3 824 665 222	3 774 573 341	3 980 173 251
Passenger Cars	Diesel	Medium	Euro 6 a/b/c	0	0	0	0	0	1 228 264 755	4 644 830 206	5 615 062 288	5 778 999 968
Passenger Cars	Diesel	Medium	Euro 6 d-temp	0	0	0	0	0	0	883 863 939	959 823 785	1 141 087 757
Passenger Cars	Diesel	Medium	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	664 657 950.1	1 005 704 765.3
Passenger Cars	Diesel	Large-SUV-Executive	Conventional	1 275 652 831	1 249 562 825	1 076 435 402	760 276 391	618 023 805	411 045 133	250 964 908	236 119 616	224 979 512
Passenger Cars	Diesel	Large-SUV-Executive	Euro 1	0	525 297 686	1 486 208 010	1 126 013 665	947 789 336	632 039 525	382 779 020	361 932 047	345 806 250
Passenger Cars	Diesel	Large-SUV-Executive	Euro 2	0	0	3 302 679 244	4 020 260 959	3 191 781 082	2 243 940 337	1 454 400 636	1 391 583 487	1 349 874 505
Passenger Cars	Diesel	Large-SUV-Executive	Euro 3	0	0	0	3 533 745 758	4 444 508 974	3 168 826 401	2 279 736 269	2 249 087 216	2 230 145 460
Passenger Cars	Diesel	Large-SUV-Executive	Euro 4	0	0	0	0	3 234 382 838	3 748 826 759	2 753 301 946	2 795 710 903	2 809 980 898
Passenger Cars	Diesel	Large-SUV-Executive	Euro 5	0	0	0	0	0	1 490 358 331	1 732 770 499	1 742 508 785	1 809 050 310
Passenger Cars	Diesel	Large-SUV-Executive	Euro 6 a/b/c	0	0	0	0	0	272 371 867	1 508 476 082	1 918 291 113	1 969 465 551
Passenger Cars	Diesel	Large-SUV-Executive	Euro 6 d-temp	0	0	0	0	0	0	171 792 490	260 485 188	304 171 162
Passenger Cars	Diesel	Large-SUV-Executive	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	114 022 316.4	172 529 023.3
Passenger Cars	LPG Bifuel	All Segments	Conventional	362 577	1 126 869	31 780 936	23 681 573	26 008 189	28 565 833	24 206 954	22 379 456	26 211 041
Passenger Cars	LPG Bifuel	All Segments	Euro 1	0	3 809 484	172 693 428	123 288 812	129 664 047	151 638 011	91 609 755	97 571 474	114 276 678
Passenger Cars	LPG Bifuel	All Segments	Euro 2	0	0	169 310 734	118 453 061	176 295 946	194 957 482	114 462 929	129 963 411	152 214 436
Passenger Cars	LPG Bifuel	All Segments	Euro 3	0	0	0	76 012 654	105 882 345	114 465 748	62 813 849	68 756 560	80 528 365
Passenger Cars	LPG Bifuel	All Segments	Euro 4	0	0	0	0	28 497 324	24 965 501	13 628 135	15 251 239	17 862 403
Passenger Cars	LPG Bifuel	All Segments	Euro 5	0	0	0	0	0	48 481 518	32 049 381	37 430 696	43 839 203
Passenger Cars	LPG Bifuel	All Segments	Euro 6 a/b/c	0	0	0	0	0	0	24 126 751	27 305 101	31 980 006
Passenger Cars	LPG Bifuel	All Segments	Euro 6 d-temp	0	0	0	0	0	0	57 838 401	80 098 325	93 811 953
Passenger Cars	LPG Bifuel	All Segments	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	15 455 407.4	67 004 135.1	100 905 730.7
Light Commercial Vehicles	Petrol	N1-I	Conventional	556 921 766	406 378 166	246 103 113	123 181 606	53 344 001	29 214 635	14 274 695	14 405 657	13 859 957
Light Commercial Vehicles	Petrol	N1-I	Euro 1	0	10 731 452	15 547 644	10 673 951	5 094 080	2 250 642	844 345	747 586	617 060
Light Commercial Vehicles	Petrol	N1-I	Euro 2	0	0	4 566 698	3 058 115	1 995 950	1 428 591	751 429	689 534	731 008
Light Commercial Vehicles	Petrol	N1-I	Euro 3	0	0	0	5 484 196	5 239 211	3 835 827	2 409 213	2 447 461	2 405 921
Light Commercial Vehicles	Petrol	N1-I	Euro 4	0	0	0	0	204 426	142 753	160 079	211 343	239 210
Light Commercial Vehicles	Petrol	N1-I	Euro 5	0	0	0	0	0	37 342	67 877	85 817	101 789
Light Commercial Vehicles	Petrol	N1-I	Euro 6 a/b/c	0	0	0	0	0	0	87 861	92 159	116 948
Light Commercial Vehicles	Petrol	N1-I	Euro 6 d-temp	0	0	0	0	0	0	1 170 752	1 305 661	1 867 844
Light Commercial Vehicles	Petrol	N1-I	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1 254 568.8	1 969 512.5
Light Commercial Vehicles	Petrol	N1-II & N1-III	Conventional	33 890 249	39 024 644	25 471 373	16 481 586	8 515 938	5 063 668	2 804 033	3 046 981	3 141 461
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 1	0	803 808	1 903 556	1 021 529	1 454 023	912 161	448 306	449 951	447 151
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 2	0	0	755 160	3 418 284	3 078 564	2 576 863	1 596 513	1 690 861	1 697 847
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 3	0	0	0	459 304	383 780	366 790	260 027	341 861	343 873
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 4	0	0	0	0	37 372	123 612	198 507	295 308	313 941
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 5	0	0	0	0	0	14 758	83 230	241 501	290 323
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 6 a/b/c	0	0	0	0	0	0	37 692	132 942	140 945
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 6 d-temp	0	0	0	0	0	0	117 094	233 430	313 842
Light Commercial Vehicles	Petrol	N1-II & N1-III	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	225 237.7	353 594.4
Light Commercial Vehicles	Diesel	N1-I	Conventional	1 181 067 318	3 176 988 775	2 361 022 096	1 564 373 905	1 011 556 502	539 964 730	251 199 318	221 321 328	187 708 976
Light Commercial Vehicles	Diesel	N1-I	Euro 1	0	743 450 566	2 195 273 459	1 544 860 090	1 161 239 682	700 794 322	365 723 256	334 810 584	302 410 911
Light Commercial Vehicles	Diesel	N1-I	Euro 2	0	0	3 448 674 170	2 421 074 710	2 008 833 770	1 345 027 278	813 540 349	787 159 700	747 099 988
Light Commercial Vehicles	Diesel	N1-I	Euro 3	0	0	0	3 033 051 800	2 959 675 792	2 115 093 198	1 408 366 483	1 430 256 812	1 395 534 628
Light Commercial Vehicles	Diesel	N1-I	Euro 4	0	0	0	0	2 079 241 099	1 689 527 475	1 187 587 145	1 252 071 585	1 243 340 261

Category	Fuel	Segment	Euro Standard	1990	1995	2000	2005	2010	2015	2020	2022	2023
Light Commercial Vehicles	Diesel	N1-I	Euro 5	0	0	0	0	0	477 648 184	368 712 999	404 031 794	406 903 500
Light Commercial Vehicles	Diesel	N1-I	Euro 6 a/b/c	0	0	0	0	0	110 217 621	235 198 228	284 807 934	292 510 474
Light Commercial Vehicles	Diesel	N1-I	Euro 6 d-temp	0	0	0	0	0	0	116 764 395	147 857 333	177 815 004
Light Commercial Vehicles	Diesel	N1-I	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25 160 883.5	38 071 342.5
Light Commercial Vehicles	Diesel	N1-II & N1-III	Conventional	5 532 090 794	6 186 948 457	4 606 900 348	2 980 822 421	2 074 380 383	1 256 897 377	793 491 733	800 945 411	777 472 853
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 1	0	552 858 098	2 466 076 496	1 657 684 171	1 310 250 717	838 510 855	544 697 992	555 582 293	544 596 874
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 2	0	0	2 141 417 356	2 078 131 922	1 714 285 137	1 137 673 714	761 329 463	789 351 519	777 866 033
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 3	0	0	0	2 170 158 553	2 581 184 902	1 779 861 437	1 214 199 889	1 268 389 941	1 258 841 270
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 4	0	0	0	0	2 070 184 479	2 014 318 600	1 472 232 927	1 600 947 495	1 607 706 396
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 5	0	0	0	0	0	673 309 797	636 850 883	751 801 535	773 801 193
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 6 a/b/c	0	0	0	0	0	354 887 502	1 114 482 753	1 431 853 707	1 491 926 579
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 6 d-temp	0	0	0	0	0	0	1 087 686 522	1 654 989 281	2 117 637 045
Light Commercial Vehicles	Diesel	N1-II & N1-III	Euro 6 d	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1 301 519 660.0	1 969 350 586.8
Heavy Duty Trucks	Diesel	<=20 t	Conventional	1 238 478 247	1 166 279 618	905 165 778	516 579 017	279 343 089	119 154 218	60 368 738	56 635 751	51 927 104
Heavy Duty Trucks	Diesel	<=20 t	Euro I	0	116 615 712	213 287 245	158 426 380	110 672 725	55 981 626	29 593 196	27 752 726	25 945 114
Heavy Duty Trucks	Diesel	<=20 t	Euro II	0	0	514 267 742	569 781 792	462 542 880	242 039 412	145 975 381	138 739 550	130 946 422
Heavy Duty Trucks	Diesel	<=20 t	Euro III	0	0	0	244 326 541	640 379 801	517 265 141	395 126 346	387 357 899	362 512 463
Heavy Duty Trucks	Diesel	<=20 t	Euro IV	0	0	0	0	725 479 146	677 088 792	470 578 956	475 854 178	462 719 770
Heavy Duty Trucks	Diesel	<=20 t	Euro V	0	0	0	0	166 828 709	630 893 570	577 237 056	583 681 547	597 547 338
Heavy Duty Trucks	Diesel	<=20 t	Euro VI A/B/C	0	0	0	0	0	459 006 658	1 140 807 211	1 233 444 857	1 224 868 549
Heavy Duty Trucks	Diesel	<=20 t	Euro VI D/E	0	0	0	0	0	0	417 237 067	948 618 452	1 194 883 925
Heavy Duty Trucks	Diesel	20 - 28 t	Conventional	473 796 395	432 071 138	330 358 303	181 130 472	89 832 074	32 085 384	14 378 594	12 085 383	10 765 845
Heavy Duty Trucks	Diesel	20 - 28 t	Euro I	0	37 269 801	72 582 165	55 883 431	35 014 781	16 068 717	8 641 431	7 437 581	7 040 633
Heavy Duty Trucks	Diesel	20 - 28 t	Euro II	0	0	161 059 494	187 796 546	142 853 073	71 504 030	41 703 251	38 859 998	38 146 129
Heavy Duty Trucks	Diesel	20 - 28 t	Euro III	0	0	0	56 432 722	86 212 066	71 038 412	59 193 690	58 897 942	60 760 854
Heavy Duty Trucks	Diesel	20 - 28 t	Euro IV	0	0	0	0	28 664 348	35 041 464	40 093 932	45 064 294	47 449 979
Heavy Duty Trucks	Diesel	20 - 28 t	Euro V	0	0	0	0	5 732 656	18 727 795	34 649 770	42 592 140	46 064 856
Heavy Duty Trucks	Diesel	20 - 28 t	Euro VI A/B/C	0	0	0	0	0	4 523 652	26 651 608	38 847 333	41 300 270
Heavy Duty Trucks	Diesel	20 - 28 t	Euro VI D/E	0	0	0	0	0	0	8 287 621	14 886 554	18 408 523
Heavy Duty Trucks	Diesel	>28 t	Conventional	1 197 276 692	1 119 474 323	626 125 542	224 999 911	66 945 189	15 089 851	4 880 097	3 725 317	2 917 797
Heavy Duty Trucks	Diesel	>28 t	Euro I	0	324 449 813	489 000 184	229 951 663	86 490 660	24 246 169	8 282 414	6 531 345	5 322 534
Heavy Duty Trucks	Diesel	>28 t	Euro II	0	0	1 364 979 970	1 253 923 608	476 304 821	154 357 570	43 266 021	34 471 426	28 973 687
Heavy Duty Trucks	Diesel	>28 t	Euro III	0	0	0	653 350 971	668 661 637	314 192 972	74 853 031	64 644 535	56 252 601
Heavy Duty Trucks	Diesel	>28 t	Euro IV	0	0	0	0	44 476 890	27 760 871	25 279 196	27 489 522	29 134 269
Heavy Duty Trucks	Diesel	>28 t	Euro V	0	0	0	0	3 071 066	5 844 623	8 910 905	12 376 585	13 305 793
Heavy Duty Trucks	Diesel	>28 t	Euro VI A/B/C	0	0	0	0	0	1 916 896	16 186 076	25 976 835	27 047 130
Heavy Duty Trucks	Diesel	>28 t	Euro VI D/E	0	0	0	0	0	0	9 038 647	26 380 287	33 447 775
Buses	Diesel	Urban Buses	Conventional	303 457 923	242 503 352	181 742 593	113 013 364	53 479 559	17 610 728	4 597 359	3 488 339	2 072 120
Buses	Diesel	Urban Buses	Euro I	0	36 901 003	68 417 272	46 762 520	42 018 890	17 177 126	5 067 452	3 620 093	2 256 188
Buses	Diesel	Urban Buses	Euro II	0	0	174 824 260	165 449 718	134 689 591	85 504 681	33 551 041	24 709 314	20 052 618
Buses	Diesel	Urban Buses	Euro III	0	0	0	119 422 639	123 964 868	109 227 695	72 312 969	62 832 497	59 307 942
Buses	Diesel	Urban Buses	Euro IV	0	0	0	0	61 531 186	68 909 130	65 541 876	64 715 204	65 622 267
Buses	Diesel	Urban Buses	Euro V	0	0	0	0	11 342 174	44 920 583	43 320 112	51 776 086	53 442 549
Buses	Diesel	Urban Buses	Euro VI A/B/C	0	0	0	0	0	14 721 648	54 650 743	61 859 930	62 053 840
Buses	Diesel	Urban Buses	Euro VI D/E	0	0	0	0	0	0	10 994 139	21 404 970	28 806 512
Buses	Diesel	Coaches	Conventional	50 778 103	39 210 953	28 471 024	17 610 700	8 801 824	2 902 033	735 091	539 016	328 162
Buses	Diesel	Coaches	Euro I	0	6 132 435	10 780 423	7 528 153	7 109 584	2 965 380	855 460	610 659	366 203
Buses	Diesel	Coaches	Euro II	0	0	29 740 848	26 727 271	21 598 581	13 770 623	5 304 947	3 753 922	3 009 356
Buses	Diesel	Coaches	Euro III	0	0	0	15 747 127	15 228 660	14 044 192	10 522 154	9 124 061	8 867 310
Buses	Diesel	Coaches	Euro IV	0	0	0	0	7 547 365	8 655 779	9 232 987	9 178 821	9 467 525
Buses	Diesel	Coaches	Euro V	0	0	0	0	1 625 677	6 673 125	6 522 400	8 175 286	8 468 957
Buses	Diesel	Coaches	Euro VI A/B/C	0	0	0	0	0	1 997 020	7 099 385	7 880 912	7 856 954

Category	Fuel	Segment	Euro Standard	1990	1995	2000	2005	2010	2015	2020	2022	2023
Buses	Diesel	Coaches	Euro VI D/E	0.0	0.0	0.0	0.0	0.0	0.0	1 442 017.7	4 036 812.7	5 057 299.6
Buses	CNG	Urban CNG Buses	Euro I	0	0	0	0	0	49 169	25 180	0	0
Buses	CNG	Urban CNG Buses	Euro II	0	0	1 204 723	7 750 076	3 580 913	2 378 500	0	0	0
Buses	CNG	Urban CNG Buses	Euro III	0	0	0	11 374 676	5 731 529	6 169 325	2 471 301	1 980 366	1 004 064
Buses	CNG	Urban CNG Buses	EEV	0	0	0	0	13 332 265	15 042 774	33 504 515	56 515 849	59 870 389
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Conventional	1 675 681 140	1 060 338 074	648 050 977	266 349 052	133 824 401	90 464 778	57 934 683	64 197 831	69 441 315
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 1	0	0	0	38 239 184	18 519 252	9 451 303	3 845 535	3 168 043	2 978 151
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 2	0	0	0	60 848 434	50 695 690	23 376 634	10 505 238	9 613 368	9 523 742
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 3	0	0	0	0	66 178 089	73 687 136	46 449 779	39 381 316	34 983 859
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 4	0	0	0	0	0	0	9 455 425	9 971 077	13 528 223
L-Category	Petrol	Mopeds 2-stroke <50 cm³	Euro 5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5 848 834.2	9 117 350.9
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Conventional	1 675 681 140	1 060 338 074	648 050 977	266 349 052	133 824 401	90 464 778	57 934 683	64 197 831	69 441 315
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 1	0	0	0	38 239 184	18 519 252	9 451 303	3 845 535	3 168 043	2 978 151
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 2	0	0	0	60 848 434	50 695 690	23 376 634	10 505 238	9 613 368	9 523 742
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 3	0	0	0	0	66 178 089	73 687 136	46 449 779	39 381 316	34 983 859
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 4	0	0	0	0	0	0	9 455 425	9 971 077	13 528 223
L-Category	Petrol	Mopeds 4-stroke <50 cm³	Euro 5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5 848 834.2	9 117 350.9
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Conventional	59 234 601	63 983 077	77 849 652	26 883 356	39 361 994	28 033 647	20 148 925	22 832 132	23 838 771
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 1	0	0	0	42 566 809	38 839 887	24 309 803	17 214 953	18 238 127	18 813 520
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 2	0	0	0	24 590 147	39 910 390	26 652 407	19 788 689	19 802 343	21 214 698
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 3	0	0	0	0	76 709 275	159 875 928	131 219 908	121 498 608	125 329 781
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 4	0	0	0	0	0	0	134 149 454	239 877 794	292 527 709
L-Category	Petrol	Motorcycles 2-stroke >50 cm³	Euro 5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41 312 018.9	43 537 718.1
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Conventional	69 132 187	74 667 586	94 235 171	39 192 064	24 350 795	11 874 156	7 871 114	8 919 691	9 312 526
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 1	0	0	0	64 270 492	24 924 807	10 673 066	6 957 640	7 373 774	7 607 337
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 2	0	0	0	34 255 372	25 368 317	11 586 985	7 932 027	7 946 668	8 512 888
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 3	0	0	0	0	43 921 780	73 872 051	58 784 507	52 698 473	54 361 275
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 4	0	0	0	0	0	0	51 063 073	96 920 405	118 191 529
L-Category	Petrol	Motorcycles 4-stroke <250 cm³	Euro 5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16 020 370.4	16 885 047.1
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Conventional	232 645 754	251 291 294	293 623 099	114 051 264	64 541 965	31 075 510	20 915 827	23 700 430	24 745 092
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 1	0	0	0	187 033 184	66 056 327	27 930 510	18 486 200	19 591 473	20 209 806
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 2	0	0	0	99 685 388	67 250 041	30 322 896	21 076 832	21 113 285	22 618 925
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 3	0	0	0	0	116 419 266	193 322 144	156 192 371	140 021 550	144 435 085
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 4	0	0	0	0	0	0	135 683 017	257 527 925	314 053 694
L-Category	Petrol	Motorcycles 4-stroke 250 - 750 cm³	Euro 5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42 564 158.9	44 852 269.9
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Conventional	149 588 734	161 574 533	216 401 793	90 080 102	61 172 106	34 756 178	25 005 965	28 336 255	29 585 454
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 1	0	0	0	147 719 995	62 609 092	31 237 871	22 101 124	23 422 577	24 161 759
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 2	0	0	0	78 729 750	63 739 598	33 915 831	25 200 849	25 240 936	27 041 369
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 3	0	0	0	0	110 346 648	216 212 360	186 739 715	167 408 846	172 686 398
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 4	0	0	0	0	0	0	162 218 076	307 892 326	375 472 759
L-Category	Petrol	Motorcycles 4-stroke >750 cm³	Euro 5	0	0	0	0	0	0	0	50 889 987	53 628 256

Table C-10: Activity data for NFR 1.A.3.c: Fuel consumption from railways (TJ)

Fuel	Technology	unit	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Railways	Gas Oil	TJ	2 390	2 502	2 507	2 293	2 276	2 326	2 119	2 036	1 889	1 859	1 829	1 630	1 522	1 317	1 193	1 110	1 021
	Sub-bituminous Coal	TJ	1	0	1	0	1	0	0	0	1	1	1	1	1	1	1	1	1
	Coke	TJ	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-

Fuel	Technology	unit	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Railways	Gas Oil	TJ	1 030	1 088	747	635	554	452	408	429	407	373	397	385	393	347	338	293	322
	Sub-bituminous Coal	TJ	1	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-	-
	Coke	TJ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Small combustion (NFR 1.A.4)

Table C-11: Activity data for NFR 1.A.4.a.i: Fuel consumption in the commercial, services and institutional sector: stationary (TJ)

Fuel	Technology	unit	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Liquefied Petroleum Gases	Medium Boilers	TJ	447	490	539	616	577	370	706	995	957	960	1 025	1 230	779	779	682	435	453
	Stove, Hobs and Ovens	TJ	751	883	1 042	1 282	1 294	898	1 856	2 841	2 980	3 271	3 389	3 977	4 335	4 508	4 732	4 371	3 896
Natural Gas & Gas Work Gas	Medium Boilers	TJ	403	446	425	519	525	595	640	649	1 209	1 976	2 443	2 980	3 867	4 521	5 005	4 809	5 538
	Heat Pump	TJ	-	-	-	-	-	-	-	-	-	-	11	11	12	15	15	16	19
	Stove, Hobs and Ovens	TJ	102	111	104	125	124	138	146	145	265	424	612	660	729	826	873	966	1 017
	Gas Turbines	TJ	-	-	-	-	-	-	-	-	-	255	281	480	567	677	735	748	815
Gas Oil	Medium Boilers	TJ	5 640	6 918	8 280	8 446	8 592	7 889	8 726	13 106	16 719	18 352	18 392	21 957	24 195	26 051	29 093	28 452	15 348
Wood and Wood Waste	Medium Boilers	TJ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Ovens	TJ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fuel Oil	Medium Boilers[1]	TJ	-	-	-	-	-	-	-	-	231	363	333	246	208	166	241	251	247
	Medium Boilers[2]	TJ	2 367	2 073	1 978	2 058	3 663	4 267	3 297	1 333	2 559	3 022	2 933	3 203	3 326	2 741	2 912	2 932	3 294

Fuel	Technology	unit	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Liquefied Petroleum Gases	Medium Boilers	TJ	450	457	460	430	395	431	421	421	428	418	344	376	253	151	100	76	41
	Stove, Hobs and Ovens	TJ	4 037	4 686	4 343	1 716	1 532	1 488	1 538	2 714	2 956	2 917	2 833	3 737	3 139	2 457	2 342	3 084	5 748
Natural Gas & Gas Work Gas	Medium Boilers	TJ	5 999	6 073	7 213	7 457	7 666	8 002	7 804	7 626	7 949	8 680	9 287	9 480	8 972	7 386	8 165	8 134	8 183
	Heat Pump	TJ	24	26	29	37	37	44	51	67	92	69	77	82	81	69	79	81	85
	Stove, Hobs and Ovens	TJ	1 047	1 015	1 087	1 255	1 215	1 269	1 235	1 316	1 342	1 270	1 324	1 315	1 211	970	1 042	1 008	984
	Gas Turbines	TJ	1 400	1 491	1 786	2 054	2 248	3 064	3 372	3 354	3 082	3 124	3 298	3 172	3 058	3 050	2 985	2 471	1 647
Gas Oil	Medium Boilers	TJ	14 266	10 912	8 971	4 858	3 366	2 720	2 506	2 081	1 749	1 413	1 282	1 614	1 935	1 608	1 240	1 269	2 068
Wood and Wood Waste	Medium Boilers	TJ	-	-	-	-	665	400	458	598	433	452	525	520	499	353	451	565	592
	Ovens	TJ	-	-	-	-	1 870	1 065	1 005	1 158	860	775	821	745	655	426	498	573	552
Fuel Oil	Medium Boilers[1]	TJ	436	455	444	465	194	179	76	-	-	-	-	-	-	-	-	-	-
	Medium Boilers[2]	TJ	3 125	1 765	1 462	2 208	1 191	851	775	773	1 219	806	706	598	496	433	356	470	364

Table C-12: Activity data for NFR 1.A.4.b.i: Fuel consumption in the residential sector: stationary (TJ)

Fuel	Technology	unit	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Liquefied Petroleum Gases	LPG Heaters	TJ	418	483	561	643	702	759	873	898	1 000	1 116	1 405	1 329	1 328	1 072	1 031	1 140	1 147
	Condensing boilers	TJ	8 535	8 690	8 954	9 152	8 949	8 691	9 005	8 362	8 418	8 505	7 022	6 822	7 146	6 175	5 950	5 850	4 476
	Stove, Hobs and Ovens	TJ	14 506	15 540	16 865	18 175	18 757	19 251	21 111	20 777	22 208	23 866	25 919	23 426	23 092	23 297	23 049	22 322	21 452
Natural Gas & Gas Work Gas	Small Boilers	TJ	1 017	1 011	1 008	1 032	967	921	923	925	1 118	1 545	1 867	2 122	2 537	2 627	2 890	3 098	3 063
	Condensing boilers	TJ	253	264	276	296	291	291	305	321	407	589	769	899	1 089	1 190	1 320	1 572	1 655
	Stove, Hobs and Ovens	TJ	655	677	701	746	727	720	750	782	983	1 413	1 771	2 064	2 539	2 830	3 408	3 724	3 794
Gas Oil	Small Boilers	TJ	158	211	286	205	190	201	133	92	106	144	90	82	120	235	474	839	829
Wood and Wood Waste	Conventional stoves	TJ	31 213	29 612	28 427	27 615	27 143	26 982	26 879	25 961	25 052	24 153	23 581	22 558	21 553	20 567	19 599	18 650	17 929
	Open fireplaces	TJ	11 672	11 107	10 695	10 422	10 276	10 246	10 240	9 922	9 606	9 292	9 004	8 683	8 364	8 048	7 735	7 424	7 116
	Conventional boilers	TJ	10 229	9 626	9 165	8 829	8 603	8 477	8 369	8 009	7 656	7 310	7 289	6 813	6 353	5 910	5 482	5 070	4 884
	Pellet stoves and boilers	TJ	691	1 032	1 357	1 679	2 010	2 360	2 716	2 981	3 226	3 452	3 001	3 490	3 941	4 354	4 731	5 070	4 884
	Automatic Boilers	TJ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70
	Manual Boilers	TJ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fuel Oil	-	TJ	64	62	56	51	67	43	43	40	11	4	3	-	-	-	-	-	-
Other Kerosene	-	TJ	610	579	481	408	395	274	253	226	199	172	145	118	72	-	-	-	-

Fuel	Technology	unit	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Liquefied Petroleum Gases	LPG Heaters	TJ	1 160	1 179	1 185	1 169	1 090	1 077	1 069	1 049	1 033	1 006	1 026	1 008	1 054	1 126	963	884	667
	Condensing boilers	TJ	4 205	4 180	3 484	3 179	2 081	1 430	1 173	997	836	746	546	336	153	163	140	128	97
	Stove, Hobs and Ovens	TJ	20 052	17 420	17 127	18 867	17 702	17 016	16 706	15 125	14 020	14 315	14 372	13 907	14 341	15 312	13 097	12 022	9 074
Natural Gas & Gas Work Gas	Small Boilers	TJ	3 308	3 916	3 847	2 906	2 281	2 554	2 755	2 999	3 025	2 963	3 218	3 650	3 947	4 248	4 285	4 131	4 013
	Condensing boilers	TJ	1 813	2 603	2 170	2 759	2 693	2 835	2 829	3 101	3 091	3 072	3 326	3 763	4 059	4 358	4 386	4 220	4 092
	Stove, Hobs and Ovens	TJ	4 129	5 405	5 086	6 907	5 877	5 451	4 831	4 752	4 933	4 088	3 996	4 069	3 937	3 776	3 376	2 866	2 432
Gas Oil	Small Boilers	TJ	1 438	2 138	3 717	5 218	3 671	2 729	2 517	2 406	2 232	2 281	1 976	2 347	1 976	2 181	2 080	1 785	978
Wood and Wood Waste	Conventional stoves	TJ	17 211	16 496	15 783	15 072	15 738	15 620	15 854	15 639	15 436	15 339	15 211	15 083	14 884	15 089	15 019	14 888	15 133
	Open fireplaces	TJ	6 811	6 508	6 208	5 911	6 274	6 246	6 359	6 292	6 230	6 210	6 178	6 146	6 085	6 190	6 182	6 149	6 272
	Conventional boilers	TJ	4 697	4 511	4 324	4 138	4 104	4 012	4 008	3 890	3 776	3 687	3 591	3 495	3 383	3 361	3 277	3 179	3 159
	Pellet stoves and boilers	TJ	4 697	4 511	4 324	4 138	5 136	5 359	5 710	5 904	6 099	6 335	6 559	6 784	6 974	7 360	7 618	7 847	8 281
	Automatic Boilers	TJ	134	193	247	296	275	307	346	376	407	439	471	503	533	578	613	645	695
	Manual Boilers	TJ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fuel Oil	-	TJ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Kerosene	-	TJ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Table C-13: Activity data for NFR 1.A.4.c.i: Fuel consumption in agriculture/forestry/fishing: stationary (TJ)

Fuel	Technology	unit	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Gas Oil	Medium Boilers	TJ	3 822	3 767	4 061	4 309	4 253	4 478	4 677	4 153	4 011	4 069	4 478	4 841	5 145	5 850	5 790	5 749	5 496
	Reciprocating engines	TJ	425	419	451	479	473	498	520	461	446	452	498	538	572	650	643	639	611
	-	TJ	6	0	1	1	1	17	2	151	539	565	854	872	641	548	511	540	692
LPG	Medium Boilers	TJ	527	382	290	345	485	167	260	267	198	410	347	147	419	370	327	128	79
Natural Gas & Gas Work Gas	Medium Boilers	TJ	-	-	-	-	-	-	-	-	0	0	5	84	129	136	139	160	175
	Gas Turbines	TJ	-	-	-	-	-	-	-	-	-	-	9	138	162	163	168	195	173
Wood Waste	Medium boilers	TJ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fuel Oil	Medium Boilers[1]	TJ	-	-	-	-	5	261	253	285	280	278	567	689	814	738	635	740	496
	Medium Boilers[2]	TJ	529	382	294	353	488	179	265	272	202	451	332	133	426	374	236	122	86
Other Kerosene	-	TJ	93	82	72	55	53	51	49	49	49	49	49	47	50	47	49	55	56

Fuel	Technology	unit	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Gas Oil	Medium Boilers	TJ	5 495	5 184	4 697	4 620	4 553	4 618	4 766	4 791	4 865	5 044	5 121	5 199	5 375	5 728	5 891	5 736	5 882
	Reciprocating engines	TJ	611	576	522	513	506	513	530	532	541	560	569	578	597	636	655	637	654
	-	TJ	518	590	717	845	1 132	1 155	1 288	1 312	1 917	1 542	1 490	1 541	1 635	1 432	1 048	1 398	1 281
LPG	Medium Boilers	TJ	110	57	102	155	173	47	34	36	54	38	32	24	12	24	3	1	-
Natural Gas & Gas Work Gas	Medium Boilers	TJ	215	142	214	147	199	216	292	199	182	178	242	154	262	290	333	160	149
	Gas Turbines	TJ	169	179	179	304	316	322	313	146	181	209	213	239	291	335	346	163	229
Wood Waste	Medium boilers	TJ	-	-	-	-	100	159	129	202	130	60	60	60	215	215	76	95	105
Fuel Oil	Medium Boilers[1]	TJ	183	149	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Medium Boilers[2]	TJ	108	99	151	628	590	145	105	165	165	225	174	153	191	271	107	1	-
Other Kerosene	-	TJ	32	39	45	39	30	33	30	25	26	21	23	12	10	14	9	11	11

Table C-14: Activity data for NFR 1.A.4.a.ii, 1.A.4.b.ii, 1.A.4.c.ii and 1.A.4.c.iii: Fuel consumption: mobile sources (TJ)

Fuel	Technology	unit	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Gas Oil	Tractors, Others	TJ	4 247	4 186	4 512	4 787	4 726	4 975	5 197	4 614	4 456	4 521	4 975	5 379	5 717	6 500	6 433	6 388	6 107
	Fishing Vessels	TJ	5 392	5 518	4 876	4 336	4 456	3 949	3 661	3 395	3 397	3 299	4 820	4 922	3 618	2 796	3 316	2 748	2 875
Thick Fuel Oil	Fishing Vessels	TJ	-	-	-	-	207	48	12	11	21	11	-	-	-	-	-	-	-
Thin Fuel Oil	Fishing Vessels	TJ	-	3	-	41	276	27	16	10	11	6	2	-	-	-	-	-	-
Gasoline	Residential: 2-Stroke	TJ	6	8	6	6	6	10	14	15	15	6	1	0	0	0	0	0	0
	Agriculture: 4-Stroke	TJ	35	36	48	45	45	45	45	44	47	105	99	93	87	81	75	68	70
Other Kerosene	Commercial: mobile	TJ	74	33	64	74	24	13	13	15	21	14	4	7	9	7	7	6	0
	Residential: mobile	TJ	184	174	145	123	119	82	76	76	76	76	76	76	76	90	89	50	31

Fuel	Technology	unit	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Gas Oil	Tractors, Others	TJ	6 105	5 761	5 219	5 133	5 059	5 131	5 295	5 323	5 406	5 604	5 690	5 777	5 973	6 364	6 546	6 373	6 536
	Fishing Vessels	TJ	2 399	2 347	2 883	2 958	2 571	2 541	2 596	2 118	1 893	1 915	1 789	1 826	2 012	2 256	2 657	2 037	2 370
Thick Fuel Oil	Fishing Vessels	TJ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Thin Fuel Oil	Fishing Vessels	TJ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gasoline	Residential: 2-Stroke	TJ	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Agriculture: 4-Stroke	TJ	63	42	62	45	31	20	36	20	33	42	42	43	15	21	20	18	19
Other Kerosene	Commercial: mobile	TJ	0	1	5	1	2	2	4	0	2	0	0	0	0	0	0	1	1
	Residential: mobile	TJ	25	29	22	27	27	18	20	11	8	7	7	5	4	4	3	1	1

Table C-15: Portuguese Active Fishing Fleet (2011-2018)

			Number of Ships								Gross Tonnage (total)								Propulsion Power kW (total)							
VESSEL_LENGTH	FISHING_TECHNIQUE	ENGINE_TYPE	2011	2012	2013	2014	2015	2016	2017	2018	2011	2012	2013	2014	2015	2016	2017	2018	2011	2012	2013	2014	2015	2016	2017	2018
VL0010	DFN	HSD	469	302	307	408	232	423	396	402	704	492	505	549	393	569	547	531	10,274	7,784	7,718	8,677	6,067	9,134	8,797	8,680
VL0010	DRB	MSD	57	42	41	44	44	43	36	39	156	124	125	136	137	135	107	122	2,404	1,828	1,810	1,963	1,962	1,912	1,523	1,722
VL0010	DTS	MSD	5	5	5	5	5	5	5	4	51	51	51	51	51	51	51	40	285	285	285	285	285	285	285	230
VL0010	FPO	MSD	129	143	158	163	161	305	331	316	367	397	456	456	471	814	880	829	4,981	5,471	6,097	6,302	6,403	12,155	13,350	13,339
VL0010	HOK	HSD	185	172	161	146	146	137	135	133	176	169	153	137	135	135	132	128	3,665	3,413	3,148	2,877	2,830	2,914	2,983	2,987
VL0010	MGO	MSD	32	31	32	31	29	33	33	30	80	77	81	82	87	100	96	90	1,101	1,068	1,111	1,095	1,065	1,262	1,196	1,108
VL0010	PGP	HSD	1,797	1,867	1,849	1,701	1,840	1,508	1,485	1,461	3,153	3,264	3,251	3,227	3,331	2,850	2,793	2,767	48,220	48,927	48,734	47,670	49,672	42,787	42,549	42,961
VL0010	PMP	HSD	57	64	60	45	47	31	31	36	121	145	127	97	93	75	84	94	2,039	2,484	2,194	1,594	1,620	1,149	1,217	1,419
VL0010	PS	MSD	26	25	24	24	23	24	20	21	111	100	105	109	114	120	98	108	1,181	1,031	1,006	1,060	1,130	1,123	1,006	1,069
VL0010	TBB	MSD	65	57	44	52	43	16	15	14	136	131	99	118	108	50	56	56	2,237	2,010	1,599	1,857	1,607	651	645	608
VL1012	DFN	MSD	24	32	27	25	22	21	20	18	211	300	241	228	204	197	206	165	1,623	2,304	1,882	1,758	1,571	1,522	1,638	1,478
VL1012	DRB	MSD	21	23	22	24	23	24	24	22	177	193	179	197	192	198	204	183	1,497	1,662	1,558	1,696	1,592	1,666	1,737	1,588
VL1012	FPO	MSD	49	48	50	52	54	56	52	56	424	412	443	456	474	483	455	480	3,507	3,309	3,489	3,755	3,851	3,946	3,540	3,821
VL1012	HOK	MSD	14	12	12	12	10	5	6	5	132	108	96	96	85	45	55	45	1,274	938	914	927	813	361	493	361
VL1012	MGO	MSD	7	6	5	5	6	8	9	9	42	37	29	29	35	47	54	54	310	266	221	221	266	354	398	398
VL1012	PGP	MSD	13	13	13	10	11	13	14	10	117	117	115	95	99	125	112	96	872	1,042	1,022	784	812	1,169	976	810
VL1012	PS	MSD	27	25	27	28	30	30	30	28	248	230	247	254	266	266	266	248	2,107	1,988	2,105	2,157	2,275	2,268	2,241	2,111
VL1012	TBB	MSD	8	8	8	10	7	10	9	9	73	73	73	87	61	88	76	76	443	443	443	523	396	511	461	461
VP1218	DFN	MSD	71	68	66	63	84	50	77	50	1,558	1,518	1,503	1,402	2,039	1,093	1,935	1,098	8,466	8,188	7,771	7,235	10,696	5,737	10,194	5,967
VP1218	DRB	MSD	14	14	15	15	13	13	14	13	207	207	212	222	192	193	218	214	1,320	1,286	1,381	1,366	1,246	1,222	1,332	1,227
VP1218	DTS	MSD	8	9	8	9	10	7	8	8	286	315	274	293	330	267	292	292	1,412	1,584	1,405	1,640	1,865	1,224	1,395	1,395
VP1218	FPO	MSD	51	51	58	57	45	63	50	60	1,039	1,089	1,283	1,158	766	1,399	925	1,289	6,232	6,175	7,224	6,762	4,637	7,623	5,183	7,016
VP1218	HOK	MSD	24	26	21	23	22	21	20	22	671	659	544	565	566	564	536	572	3,411	3,604	3,004	3,172	3,055	2,941	2,650	2,883
VP1218	PGP	MSD	38	37	34	37	27	33	19	31	914	899	795	976	686	837	439	840	4,958	4,868	4,454	5,186	3,702	4,573	2,525	4,545
VP1218	PS	MSD	37	36	38	34	36	37	36	36	737	711	757	694	718	744	725	716	4,809	4,877	5,199	4,827	5,022	4,965	4,833	4,741
VL1824	DFN	MSD	26	26	26	27	28	25	31	24	1,772	1,772	1,772	1,807	1,921	1,763	2,183	1,713	6,215	6,217	6,217	6,438	6,649	5,824	7,095	5,503
VL1824	DTS	MSD	8	8	7	7	7	7	8	9	924	924	839	839	839	839	878	928	2,644	2,644	2,372	2,372	2,372	2,372	2,468	2,633
VL1824	FPO	MSD	7	7	7	7	7	7	1	6	501	501	501	501	501	414	89	379	1,666	1,666	1,666	1,666	1,666	1,723	268	1,495
VL1824	HOK	MSD	26	24	24	22	21	19	17	16	2,292	2,088	2,088	2,008	1,829	1,618	1,464	1,430	6,862	6,001	6,001	5,640	5,274	4,652	4,146	3,974
VL1824	PS	MSD	52	51	51	51	51	52	53	53	2,922	2,856	2,856	2,856	2,886	2,937	2,985	2,985	14,847	14,497	14,494	14,529	14,670	14,916	15,289	15,329
VL2440	DTS	MSD	66	65	67	67	59	59	57	59	14,354	14,351	14,650	14,751	12,495	12,536	12,085	12,309	34,876	35,288	36,417	36,326	30,603	30,608	29,360	29,863
VL2440	FPO	MSD	2	2	2	2	2	2	2	1	391	391	391	391	391	391	391	224	915	915	915	915	915	915	915	456
VL2440	HOK	MSD	35	36	32	29	25	28	28	29	8,402	8,600	7,260	6,510	5,793	6,394	6,394	6,744	16,683	16,849	14,348	12,765	11,099	12,345	12,345	12,941
VL2440	PS	MSD	18	18	18	18	19	20	20	21	1,512	1,471	1,489	1,490	1,583	1,693	1,693	1,796	6,221	6,156	6,261	6,261	6,581	7,296	7,343	7,659
VL40XX	DTS	SSD	13	12	12	12	10	11	12	10	25,089	23,099	23,099	23,099	18,656	19,692	21,357	17,441	27,717	25,069	25,069	25,069	20,394	22,273	24,443	19,588
VL40XX	HOK	SSD	5	5	5	5	4	5	5	5	2,910	2,910	2,910	2,910	2,412	2,938	2,938	2,938	4,169	4,169	4,169	4,169	3,281	4,181	4,181	4,181

VESSEL LENGTH: VL0010: Vessel between 0 meters and 10 meters in length / VL1012: Vessel between 10 meters and 12 meters in length / VL1218: Vessel between 12 meters and 18 meters in length / VL1824: Vessel between 18 meters and 24 meters in length. / VL2440: Vessel between 24 meters and 40 meters in length. / VL40XX: Vessel greater than 40 meters in length.

FISHING TECHNIQUE: DFN: Drift and/or fixed netters / DRB: Dredgers / DTS: Demersal trawlers and/or demersal seiners / FPO: Vessels using pots and/or traps / HOK: Vessels using hooks / MGO: Vessel using other active gears / MGP: Vessels using polyvalent active gears only / PG: Vessels using passive gears only for vessels < 12m / PGO: Vessels using other passive gears / PGP: Vessels using polyvalent passive gears only / PMP: Vessels using active and passive gears / PS: Purse seiners / TM: Pelagic trawlers / TBB: Beam trawlers

ENGINE TYPE: HSD: High-speed diesel Engine / MSD: Medium-speed diesel Engine / SSD: Slow-speed diesel Engine

Table C-16: Emission Factor for NFR 1.A.4: Sulphur Content in Small Combustion (% m/m)

Fuel	Technology	unit	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Diesel	Regular Diesel	%	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.1	0.1	0.1	0.1	0.04	0.035	0.035	0.035	0.005	0.005
	Coloured Diesel	%	0.3	0.3	0.3	0.3	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
	Diesel for Heating	%	0.3	0.3	0.3	0.3	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
Fuel oil	Thick Fuel Oil	%	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	1.0	1.0	1.0	1.0
	Thin Fuel Oil	%	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	1.0	1.0	1.0	1.0
	Fuel Oil (average)	%	3.4	3.4	3.3	3.3	3.2	3.3	3.1	3.1	3.1	3.1	3.0	3.1	3.1	1.0	1.0	1.0	1.0
Gasoline	Reguler Gasoline	%	0.1	0.1	0.1	0.1	0.1	0.1	0.10	0.10	0.10	0.10	-	-	-	-	-	-	-
	Unleaded Gasoline	%	0.1	0.1	0.1	0.1	0.1	0.1	0.05	0.05	0.05	0.05	0.05	0.05	0.02	0.02	0.02	0.01	0.01
	Gasoline (average)	%	0.1	0.1	0.1	0.1	0.1	0.1	0.08	0.08	0.07	0.06	0.05	0.05	0.02	0.02	0.02	0.01	0.01
Other Kerosene	-	%	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15

Fuel	Technology	unit	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Diesel	Regular Diesel	%	0.005	0.005	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
	Coloured Diesel	%	0.2	0.1	0.1	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
	Diesel for Heating	%	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Fuel oil	Thick Fuel Oil	%	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
	Thin Fuel Oil	%	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
	Fuel Oil (average)	%	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Gasoline	Reguler Gasoline	%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Unleaded Gasoline	%	0.01	0.01	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
	Gasoline (average)	%	0.01	0.01	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
Other Kerosene	-	%	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15

Other Mobile (NFR 1.A.5)

Table C-17: Activity data for NFR 1.A.5.b: Energy Consumption in Military aviation (TJ)

Fuel Sales		NAPFUE	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Jet Fuel	L	207	1 344	1 504	1 127	1 065	1 188	1 149	1 471	1 413	1 474	1 127	1 338	1 338	939	749	570	1 025	1 064

Fuel Sales		NAPFUE	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Jet Fuel	L	207	1 026	1 200	1 205	1 208	1 086	683	822	961	1 065	614	612	821	847	927	1 020	1 252	683

Annex D: Agriculture

Updated: March 2025

Table D-1a: Livestock numbers (thousand) – Portugal (Mainland + Autonomous Regions of Açores and Madeira)

Type		1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Dairy	Dairy cows	394	388	381	383	382	383	380	379	375	369	353
Non-dairy cattle	Beef calfs (<1 yr)	46	52	53	53	58	60	64	64	65	66	67
	Calfs M.Rep. (<1 yr)	186	185	182	176	167	162	155	151	149	149	144
	Calfs F Rep. (<1 yr)	177	178	178	174	164	158	152	152	155	165	174
	Males 1-2 yrs	112	114	114	108	103	103	105	101	95	86	82
	Beef Fem. 1-2 yrs	18	19	20	22	22	22	24	24	24	20	17
	Females rep. 1-2 yrs	111	115	112	109	106	109	112	109	108	116	127
	Steers (>2 yrs)	38	38	36	37	35	33	33	31	31	29	26
	Heifers Beef (>2 yrs)	4	5	7	9	10	10	9	9	9	7	6
	Heifers rep. (>2 yrs)	45	46	45	48	50	52	51	50	52	60	67
	non-dairy cows	242	245	238	241	252	273	296	316	332	338	345
Swine	Piglets (<20 kg)	727	756	756	750	735	726	703	701	695	691	663
	Fatt. Pigs (20-50 kg)	662	675	660	671	668	660	633	631	633	623	585
	Fatt. Pigs (50-80 kg)	525	545	544	539	532	525	505	496	492	498	483
	Fatt. Pigs (80-110 kg)	218	227	226	225	210	198	179	177	174	176	174
	Fatt. Pigs (> 110 kg)	44	46	46	47	45	44	40	39	38	38	38
	Boars (>50 kg)	26	28	27	28	28	26	24	23	23	22	20
	Sows, pregnant	210	219	218	220	216	211	204	204	202	201	195
	Sows, non-pregnant	124	131	135	136	134	132	127	128	127	127	124
Sheep	Ewes	2 292	2 293	2 257	2 268	2 303	2 339	2 376	2 368	2 367	2 388	2 410
	Other Ovine	663	725	789	794	811	817	813	802	834	840	734
	Lambs	307	326	320	300	279	278	292	297	301	307	319
Goats	Does	614	588	556	538	528	517	509	498	485	472	460
	Other Caprine	149	156	166	160	153	151	147	151	154	151	129
	kids	47	49	47	44	45	41	41	36	37	36	33
Horses	Horses	33	38	40	42	44	48	52	54	56	57	58
Asses	Asses and Mules.	118	116	114	114	109	103	96	90	82	75	69
Poultry	Hens, reproductive	3 421	3 300	3 116	2 941	2 947	3 271	3 477	3 390	2 982	2 636	2 644
	Hens eggs	7 539	7 695	7 932	8 159	8 143	7 745	7 392	7 322	7 859	8 627	9 060
	Broilers	18 524	18 812	19 243	19 674	19 530	18 813	18 355	18 733	20 538	22 936	24 374
	Turkeys	1 149	1 122	1 082	1 041	996	945	936	972	1 061	1 158	1 208
	Other poultry	1 571	1 559	1 542	1 525	1 528	1 551	1 552	1 509	1 494	1 552	1 622
Other	Rabbits*	475	464	447	430	415	401	384	363	346	338	336

Type		2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Dairy	Dairy cows	331	311	297	294	290	284	275	269	263	255	247
Non-dairy cattle	Beef calfs (<1 yr)	72	75	82	91	104	108	108	108	109	114	120
	Calfs M.Rep. (<1	140	137	141	140	136	131	129	127	123	123	128
	Calfs F Rep. (<1 yr)	180	186	186	187	183	180	178	174	169	171	179
	Males 1-2 yrs	81	80	80	79	81	77	75	73	72	66	60
	Beef Fem. 1-2 yrs	14	14	15	16	17	17	16	17	18	20	19
	Females rep. 1-2	135	136	133	135	135	139	139	141	142	137	132
	Steers (>2 yrs)	24	23	23	23	25	28	31	33	34	38	41
	Heifers Beef (>2	6	8	8	8	9	9	9	9	10	12	13
	Heifers rep. (>2	77	80	86	90	94	96	96	97	102	110	111
	non-dairy cows	352	362	371	382	397	411	425	432	436	438	440
Swine	Piglets (<20 kg)	626	591	571	570	574	583	590	592	602	597	614
	Fatt. Pigs (20-50	535	493	471	467	467	466	468	464	460	448	446
	Fatt. Pigs (50-80	446	402	374	373	368	362	356	357	362	360	362
	Fatt. Pigs (80-110	184	197	208	213	214	221	222	227	237	244	251
	Fatt. Pigs (> 110	43	42	43	40	41	43	44	44	40	36	30
	Boars (>50 kg)	19	17	16	14	12	12	11	10	8	7	6
	Sows, pregnant	197	196	198	194	191	189	185	183	181	179	172
	Sows, non-	111	91	73	67	68	70	71	70	69	66	66
Sheep	Ewes	2 388	2 328	2 282	2 273	2 293	2 275	2 225	2 137	2 030	1 915	1 811
	Other Ovine	505	299	204	216	234	267	250	226	206	192	179
	Lambs	320	330	324	329	322	328	340	337	307	277	264
Goats	Does	440	417	392	382	380	380	373	365	358	356	353
	Other Caprine	91	62	48	52	57	65	59	52	44	40	38
	kids	30	29	28	28	26	25	28	30	31	29	29
Horses	Horses	59	59	59	59	60	62	65	71	82	92	98
Asses	Asses and Mules.	63	61	60	61	60	57	53	45	33	24	19
Poultry	Hens, reproductive	2 780	3 019	3 206	3 253	3 056	2 800	2 717	2 877	3 218	3 453	3 542
	Hens eggs	9 089	8 739	8 440	7 942	7 349	6 830	6 490	6 758	7 341	7 867	7 883
	Broilers	24 259	22 590	20 921	19 620	18 686	17 885	16 848	16 780	17 915	19 207	19 452
	Turkeys	1 201	1 139	1 077	963	798	799	1 017	1 318	1 485	1 445	1 331
	Other poultry	1 634	1 588	1 542	1 471	1 376	1 322	1 332	1 414	1 504	1 522	1 460
Other	Rabbits*	332	325	318	306	289	270	254	251	255	255	243

Type		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Dairy	Dairy cows	241	236	233	235	238	240	237	235	233	232	228	223
Non-dairy cattle	Beef calfs (<1 yr)	125	119	113	112	114	114	112	109	107	102	100	91
	Calfs M.Rep. (<1	136	136	142	152	162	166	165	172	175	181	180	179
	Calfs F Rep. (<1 yr)	190	191	198	209	221	226	224	232	236	243	242	241
	Males 1-2 yrs	55	54	53	58	67	74	75	70	70	66	59	53
	Beef Fem. 1-2 yrs	20	19	17	15	14	14	14	15	16	16	16	15
	Females rep. 1-2	131	135	139	148	159	165	163	158	157	155	148	139
	Steers (>2 yrs)	44	42	39	37	38	45	53	60	62	60	58	52
	Heifers Beef (>2	14	14	15	15	14	15	15	14	12	11	12	11
	Heifers rep. (>2	110	105	103	96	92	90	95	98	98	94	88	83
	non-dairy cows	442	443	450	461	474	483	487	492	497	504	503	491
Swine	Piglets (<20 kg)	634	658	681	713	729	739	738	771	797	815	812	816
	Fatt. Pigs (20-50	455	464	472	485	490	488	471	469	453	440	415	404
	Fatt. Pigs (50-80	366	366	369	380	387	385	378	381	387	394	402	411
	Fatt. Pigs (80-110	255	263	273	285	294	301	311	312	319	309	306	287
	Fatt. Pigs (> 110	27	25	28	30	33	33	34	34	45	51	54	46
	Boars (>50 kg)	5	5	5	6	5	6	5	5	5	5	5	5
	Sows, pregnant	166	159	159	162	164	163	162	163	163	160	156	153
	Sows, non-	66	68	69	71	72	73	72	73	72	72	73	73
Sheep	Ewes	1 735	1 683	1 638	1 620	1 639	1 659	1 666	1 664	1 668	1 678	1 659	1 629
	Other Ovine	160	192	215	237	265	314	367	378	406	426	458	469
	Lambs	267	237	213	194	204	200	195	191	186	185	172	162
Goats	Does	349	342	333	324	323	330	337	333	322	312	307	297
	Other Caprine	35	37	38	39	36	36	37	38	38	37	36	36
	kids	28	26	24	20	20	19	19	19	18	18	19	18
Horses	Horses	94	87	82	78	74	72	75	82	85	87	88	90
Asses	Asses and Mules.	18	17	13	11	10	10	10	9	9	9	9	9
Poultry	Hens,	3 396	3 179	3 047	2 920	2 890	2 979	3 306	3 767	4 117	4 280	4 311	4 169
	Hens eggs	7 475	7 138	6 857	6 710	6 607	7 090	8 038	9 556	10 554	11 092	11 172	11 344
	Broilers	18 650	17 847	18 096	19 395	21 745	24 413	27 398	30 702	32 968	34 162	34 409	34 475
	Turkeys	1 144	956	836	785	800	926	1 160	1 505	1 738	1 858	1 871	1 874
	Other poultry	1 319	1 178	1 167	1 284	1 530	1 869	2 300	2 823	3 216	3 362	3 360	3 318
Other	Rabbits*	218	193	170	148	128	121	128	148	169	190	212	233

Table D-1b: Livestock numbers (thousand) – Portugal Mainland

Type		1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Dairy	Dairy cows	310	302	300	301	298	298	294	290	280	265	253
Non-dairy cattle	Beef calfs (<1 yr)	43	47	48	48	52	54	57	57	59	60	60
	Calfs M.Rep. (<1 yr)	172	167	165	158	151	146	140	135	135	134	128
	Calfs F Rep. (<1 yr)	163	162	161	157	148	142	137	137	140	148	155
	Males 1-2 yrs	103	103	103	98	93	93	95	91	86	78	73
	Beef Fem. 1-2 yrs	17	18	18	20	20	20	22	22	22	18	15
	Females rep. 1-2 yrs	103	105	102	98	96	98	101	98	98	104	113
	Steers (>2 yrs)	35	34	32	34	32	30	29	28	28	26	23
	Heifers Beef (>2 yrs)	4	5	7	8	9	9	8	8	8	6	5
	Heifers rep. (>2 yrs)	41	42	41	43	45	47	46	45	47	54	60
	non-dairy cows	223	222	216	217	228	246	267	284	300	303	308
Swine	Piglets (<20 kg)	709	738	738	733	717	708	686	683	676	667	639
	Fatt. Pigs (20-50 kg)	646	659	645	656	652	643	617	615	615	601	563
	Fatt. Pigs (50-80 kg)	512	532	531	527	519	512	493	483	478	480	465
	Fatt. Pigs (80-110 kg)	213	221	221	220	205	193	174	172	169	170	168
	Fatt. Pigs (> 110 kg)	43	45	45	45	44	43	39	38	37	37	37
	Boars (>50 kg)	26	27	27	27	27	26	24	23	22	21	19
	Sows, pregnant	205	214	213	215	211	206	199	199	197	194	188
	Sows, non-pregnant	121	128	132	133	131	128	124	125	124	123	120
Sheep	Ewes	2 282	2 283	2 248	2 259	2 294	2 329	2 367	2 358	2 357	2 380	2 398
	Other Ovine	660	722	786	791	808	814	809	799	831	837	730
	Lambs	306	324	318	299	278	277	291	296	300	306	317
Goats	Does	596	571	539	521	511	502	493	483	469	459	445
	Other Caprine	144	151	161	155	148	146	143	147	149	146	125
	kids	46	47	45	43	43	40	39	35	35	35	32
Horses	Horses	29	33	35	37	39	42	46	49	51	52	53
Asses	Asses and Mules.	115	113	111	110	105	100	93	87	80	74	68
Poultry	Hens, reproductive	3 293	3 173	2 994	2 824	2 833	3 149	3 370	3 309	2 887	2 534	2 534
	Hens eggs	7 256	7 400	7 621	7 833	7 828	7 456	7 164	7 146	7 609	8 294	8 683
	Broilers	17 870	18 100	18 469	18 838	18 679	17 968	17 504	17 839	19 779	22 278	23 694
	Turkeys	1 146	1 119	1 078	1 038	992	941	932	969	1 059	1 156	1 204
	Other poultry	1 553	1 541	1 524	1 506	1 509	1 531	1 530	1 486	1 473	1 529	1 599
Other	Rabbits*	468	456	439	422	406	391	376	357	342	334	332

Type		2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Dairy	Dairy cows	230	210	201	199	191	185	179	174	167	160	154
Non-dairy cattle	Beef calfs (<1 yr)	64	68	74	82	93	96	97	96	97	100	106
	Calfs M.Rep. (<1	125	123	127	126	122	117	115	113	109	108	113
	Calfs F Rep. (<1 yr)	161	167	167	169	164	161	159	155	150	150	158
	Males 1-2 yrs	72	71	72	71	72	69	67	65	63	58	53
	Beef Fem. 1-2 yrs	12	13	13	14	16	15	14	15	16	18	17
	Females rep. 1-2	120	122	120	122	121	124	124	126	125	121	117
	Steers (>2 yrs)	21	20	20	21	22	25	27	29	30	33	36
	Heifers Beef (>2	5	7	8	8	8	8	8	8	9	10	11
	Heifers rep. (>2	68	72	78	81	84	86	85	86	90	97	98
	non-dairy cows	314	324	334	345	356	367	379	385	386	386	388
Swine	Piglets (<20 kg)	600	567	546	545	553	562	572	573	584	579	598
	Fatt. Pigs (20-50	512	473	451	447	450	449	454	449	447	434	435
	Fatt. Pigs (50-80	427	386	358	357	355	349	345	346	351	349	353
	Fatt. Pigs (80-110	177	189	199	204	206	213	215	220	230	237	245
	Fatt. Pigs (> 110	41	41	41	38	40	41	43	42	39	35	29
	Boars (>50 kg)	18	17	15	13	12	11	10	9	8	7	6
	Sows, pregnant	189	188	189	185	184	182	180	177	176	173	167
	Sows, non-	106	88	70	64	65	67	69	68	67	64	64
Sheep	Ewes	2 377	2 319	2 273	2 265	2 284	2 267	2 218	2 131	2 023	1 908	1 805
	Other Ovine	503	298	203	216	233	266	249	225	205	191	179
	Lambs	318	328	323	327	321	327	339	336	306	276	263
Goats	Does	424	402	379	369	368	367	363	356	348	344	341
	Other Caprine	87	60	46	50	55	63	58	51	43	39	36
	kids	29	28	27	27	25	25	27	29	30	28	28
Horses	Horses	54	54	54	54	55	57	61	68	80	89	95
Asses	Asses and Mules.	62	60	59	60	59	56	52	43	33	24	19
Poultry	Hens, reproductive	2 656	2 874	3 042	3 102	2 932	2 686	2 608	2 774	3 114	3 344	3 431
	Hens eggs	8 682	8 320	8 010	7 574	7 050	6 554	6 229	6 516	7 104	7 617	7 636
	Broilers	23 603	22 002	20 402	19 064	18 088	17 184	16 047	16 167	17 413	18 654	18 875
	Turkeys	1 198	1 136	1 074	959	793	797	1 016	1 315	1 480	1 440	1 326
	Other poultry	1 611	1 565	1 520	1 449	1 354	1 301	1 312	1 393	1 482	1 499	1 438
Other	Rabbits*	328	321	314	302	284	265	250	245	248	249	237

Type		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Dairy	Dairy cows	147	145	145	147	149	149	145	144	141	140	139	136
Non-dairy cattle	Beef calfs (<1 yr)	109	104	100	99	101	101	99	96	94	90	88	80
	Calfs M.Rep. (<1	119	120	125	134	143	147	146	152	154	159	158	156
	Calfs F Rep. (<1 yr)	166	167	174	184	196	200	198	205	208	213	212	210
	Males 1-2 yrs	48	47	47	51	59	66	66	62	62	58	52	46
	Beef Fem. 1-2 yrs	18	17	15	13	12	12	12	13	14	14	14	13
	Females rep. 1-2	114	118	122	130	141	146	144	139	139	136	129	121
	Steers (>2 yrs)	38	37	35	33	34	40	47	53	54	53	51	46
	Heifers Beef (>2	12	12	13	13	12	13	14	12	10	10	11	10
	Heifers rep. (>2	96	92	91	85	81	80	84	87	86	82	77	72
	non-dairy cows	387	389	397	407	419	428	430	435	438	442	441	428
Swine	Piglets (<20 kg)	619	647	670	702	718	727	726	758	797	815	812	816
	Fatt. Pigs (20-50	444	456	465	477	483	480	463	461	453	440	415	404
	Fatt. Pigs (50-80	357	360	364	374	381	379	372	374	387	394	402	411
	Fatt. Pigs (80-110	249	259	268	280	290	297	306	307	319	309	306	287
	Fatt. Pigs (> 110	26	25	28	30	33	33	34	33	45	51	54	46
	Boars (>50 kg)	5	5	5	6	5	6	5	5	5	5	5	5
	Sows, pregnant	162	157	157	159	162	161	160	161	163	160	156	153
	Sows, non-	65	67	68	70	71	72	71	71	72	72	73	73
Sheep	Ewes	1 729	1 677	1 633	1 614	1 634	1 654	1 661	1 658	1 662	1 670	1 649	1 629
	Other Ovine	160	191	214	236	264	313	366	377	405	424	455	469
	Lambs	266	237	212	193	203	199	194	190	185	184	171	162
Goats	Does	337	332	321	312	313	321	327	323	311	301	295	297
	Other Caprine	34	36	36	38	35	35	36	37	36	36	35	36
	kids	27	25	23	20	19	19	18	18	17	18	18	18
Horses	Horses	91	85	79	75	71	70	73	81	85	87	88	90
Asses	Asses and Mules.	18	17	13	11	10	10	10	9	9	9	9	9
Poultry	Hens,	3 292	3 083	2 954	2 830	2 800	2 900	3 230	3 689	4 032	4 192	4 222	4 083
	Hens eggs	7 245	6 923	6 648	6 503	6 401	6 902	7 852	9 359	10 336	10 863	10 942	11 110
	Broilers	18 079	17 284	17 570	18 870	21 191	23 817	26 754	30 001	32 215	33 382	33 623	33 688
	Turkeys	1 140	953	834	782	798	924	1 159	1 504	1 737	1 857	1 870	1 873
	Other poultry	1 298	1 159	1 152	1 271	1 518	1 859	2 292	2 816	3 208	3 354	3 352	3 310
Other	Rabbits*	213	189	166	145	125	118	125	145	165	186	207	227

Table D-2: Total Nitrogen in manure produced by livestock in Portugal (t N.yr^{-1})

Type	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Dairy cattle	33 850	33 196	32 476	31 322	32 165	33 282	33 824	34 052	34 384	36 952	37 589
Non-dairy cattle	43 438	44 308	43 599	43 602	43 888	45 511	47 217	48 392	49 477	50 775	52 298
Sheep	25 391	25 809	25 910	26 037	26 474	26 837	27 154	27 006	27 213	27 444	26 943
Goats	5 279	5 149	4 983	4 824	4 703	4 614	4 535	4 480	4 409	4 301	4 077
Horses	1 447	1 666	1 750	1 842	1 953	2 094	2 272	2 396	2 485	2 527	2 563
Asses & Mules	2 599	2 560	2 513	2 499	2 393	2 273	2 104	1 969	1 812	1 658	1 517
Swine	26 055	27 093	27 064	27 217	26 701	26 132	24 977	24 816	24 653	24 618	23 786
Poultry	17 846	18 016	18 273	18 525	18 387	17 795	17 364	17 480	18 701	20 440	21 536
Rabbits*	4 273	4 172	4 022	3 872	3 733	3 605	3 452	3 263	3 113	3 041	3 023
Total	**160 176**	**161 970**	**160 591**	**159 739**	**160 397**	**162 145**	**162 899**	**163 855**	**166 248**	**171 755**	**173 333**

Type	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Dairy cattle	36 125	35 827	33 395	33 063	33 466	32 925	31 826	31 285	30 791	29 849	28 893
Non-dairy cattle	54 038	55 641	57 404	59 212	61 310	62 868	64 220	65 270	66 149	67 256	68 282
Sheep	25 236	23 318	22 269	22 275	22 567	22 623	22 056	21 089	19 977	18 826	17 794
Goats	3 678	3 327	3 060	3 016	3 041	3 094	3 004	2 898	2 793	2 758	2 717
Horses	2 597	2 611	2 611	2 611	2 640	2 713	2 845	3 139	3 623	4 063	4 297
Asses & Mules	1 383	1 335	1 327	1 349	1 320	1 261	1 166	983	726	521	418
Swine	22 485	20 858	19 650	19 285	19 190	19 248	19 183	19 131	19 114	18 836	18 696
Poultry	21 550	20 492	19 458	18 299	17 064	16 177	15 721	16 417	17 785	18 818	18 784
Rabbits*	2 984	2 923	2 862	2 754	2 599	2 429	2 290	2 256	2 294	2 295	2 184
Total	**170 075**	**166 330**	**162 037**	**161 864**	**163 197**	**163 340**	**162 312**	**162 469**	**163 252**	**163 221**	**162 065**

Type	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Dairy cattle	28 329	27 689	27 532	27 760	27 982	28 173	28 053	27 844	27 676	27 535	27 066	26 685
Non-dairy cattle	69 532	70 408	71 033	72 758	75 474	77 877	79 004	80 049	80 703	80 888	79 342	76 528
Sheep	16 970	16 697	16 444	16 414	16 782	17 281	17 696	17 760	17 981	18 200	18 230	18 030
Goats	2 670	2 637	2 581	2 528	2 499	2 549	2 601	2 578	2 499	2 428	2 383	2 312
Horses	4 151	3 828	3 608	3 417	3 256	3 183	3 300	3 608	3 725	3 828	3 887	3 975
Asses & Mules	403	374	293	242	213	227	220	205	198	198	198	198
Swine	18 703	18 820	19 133	19 739	20 104	20 184	20 032	20 084	20 217	20 080	19 906	19 515
Poultry	17 721	16 691	16 361	16 765	17 863	19 807	22 543	26 119	28 586	29 846	30 080	30 123
Rabbits*	1 962	1 741	1 531	1 334	1 149	1 088	1 150	1 336	1 524	1 714	1 906	2 098
Total	**160 442**	**158 885**	**158 516**	**160 957**	**165 322**	**170 369**	**174 599**	**179 582**	**183 110**	**184 717**	**182 998**	**179 465**

Table D-3: NH_3 emissions from housing, manure storage and manure application ($kg.hd^{-1}.yr^{-1}$)

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Dairy cattle																	
housing (slurry and solid)	5.25	5.24	5.22	5.01	5.16	5.33	5.47	5.51	5.63	6.15	6.53	6.70	7.05	6.89	6.88	7.07	7.08
storage (slurry and solid)	12.52	12.39	12.26	11.65	11.95	12.28	12.53	12.56	12.75	13.93	14.74	15.04	15.76	15.27	15.14	15.47	15.39
application (slurry and solid)	11.49	11.42	11.35	10.83	11.15	11.50	11.77	11.85	12.07	13.22	14.04	14.37	15.12	14.70	14.64	15.01	14.99
Non-dairy cattle																	
housing (slurry and solid)	0.52	0.52	0.51	0.51	0.50	0.49	0.47	0.45	0.43	0.43	0.43	0.43	0.42	0.42	0.41	0.40	0.39
storage (slurry and solid)	2.05	2.02	1.98	1.96	1.90	1.84	1.78	1.69	1.61	1.59	1.59	1.58	1.55	1.52	1.47	1.44	1.40
application (slurry and solid)	1.27	1.26	1.25	1.24	1.21	1.18	1.15	1.10	1.05	1.04	1.05	1.05	1.04	1.02	0.99	0.97	0.95
Sows																	
housing (slurry and solid)	8.13	8.13	8.16	8.14	8.12	8.10	8.08	8.06	8.05	8.03	8.02	7.81	7.53	7.21	7.12	7.13	7.15
storage (slurry and solid)	1.85	1.85	1.85	1.84	1.84	1.83	1.82	1.82	1.81	1.81	1.80	1.75	1.69	1.61	1.59	1.59	1.59
application (slurry and solid)	4.11	4.11	4.13	4.12	4.11	4.10	4.09	4.08	4.08	4.07	4.06	3.96	3.82	3.66	3.61	3.61	3.63
Other swine																	
housing (slurry and solid)	1.69	1.69	1.68	1.68	1.68	1.67	1.66	1.65	1.64	1.65	1.65	1.65	1.65	1.65	1.65	1.64	1.63
storage (slurry and solid)	0.55	0.55	0.55	0.55	0.55	0.54	0.54	0.54	0.53	0.53	0.54	0.54	0.54	0.54	0.53	0.53	0.53
application (slurry and solid)	1.69	1.69	1.68	1.68	1.68	1.67	1.66	1.65	1.64	1.65	1.65	1.66	1.66	1.65	1.65	1.64	1.63
Sheep																	
housing (slurry and solid)	0.20	0.19	0.18	0.18	0.18	0.17	0.17	0.16	0.16	0.15	0.15	0.14	0.14	0.13	0.13	0.12	0.12
storage (slurry and solid)	0.21	0.21	0.20	0.20	0.19	0.19	0.18	0.18	0.17	0.16	0.16	0.15	0.15	0.15	0.14	0.13	0.13
application (slurry and solid)	0.20	0.19	0.18	0.18	0.18	0.17	0.17	0.16	0.16	0.15	0.15	0.14	0.14	0.13	0.13	0.12	0.12
Goats																	
housing (slurry and solid)	0.17	0.17	0.17	0.16	0.16	0.15	0.15	0.15	0.14	0.14	0.14	0.13	0.13	0.12	0.12	0.12	0.11
storage (slurry and solid)	0.17	0.17	0.17	0.16	0.16	0.16	0.15	0.15	0.15	0.14	0.14	0.14	0.13	0.13	0.13	0.12	0.12
application (slurry and solid)	0.16	0.16	0.15	0.15	0.15	0.14	0.14	0.14	0.14	0.13	0.13	0.13	0.12	0.12	0.12	0.11	0.11
Horses																	
housing (slurry and solid)	2.58	2.53	2.44	2.36	2.28	2.21	2.16	2.08	2.00	1.92	1.82	1.73	1.61	1.48	1.35	1.23	1.11
storage (slurry and solid)	2.16	2.18	2.16	2.12	2.11	2.09	2.08	2.05	2.02	1.96	1.90	1.83	1.73	1.61	1.49	1.37	1.26
application (slurry and solid)	1.80	1.82	1.80	1.78	1.76	1.75	1.75	1.72	1.69	1.65	1.60	1.54	1.46	1.36	1.25	1.16	1.06
Mules & asses																	
housing (slurry and solid)	2.58	2.53	2.44	2.36	2.28	2.21	2.16	2.08	2.00	1.92	1.82	1.73	1.61	1.48	1.35	1.23	1.11
storage (slurry and solid)	2.16	2.18	2.16	2.12	2.11	2.09	2.08	2.05	2.02	1.96	1.90	1.83	1.73	1.61	1.49	1.37	1.26
application (slurry and solid)	1.80	1.82	1.80	1.78	1.76	1.75	1.75	1.72	1.69	1.65	1.60	1.54	1.46	1.36	1.25	1.16	1.06
Hens																	
housing (slurry and solid)	0.11	0.11	0.11	0.12	0.12	0.11	0.11	0.11	0.11	0.12	0.12	0.12	0.12	0.11	0.11	0.11	0.11

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
storage (slurry and solid)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
application (slurry and solid)	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.13	0.13	0.13	0.13	0.12	0.12	0.12	0.12
Broilers																	
housing (slurry and solid)	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
storage (slurry and solid)	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09
application (slurry and solid)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
Turkeys																	
housing (slurry and solid)	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
storage (slurry and solid)	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19
application (slurry and solid)	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17
Other poultry																	
housing (slurry and solid)	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.14	0.14	0.14	0.14
storage (slurry and solid)	0.05	0.05	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
application (slurry and solid)	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
Rabbits																	
housing (slurry and solid)	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
storage (slurry and solid)	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
application (slurry and solid)	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Dairy cattle																	
housing (slurry and solid)	7.07	7.11	7.13	7.13	7.13	7.17	7.15	7.19	7.18	7.15	7.15	7.20	7.21	7.22	7.24	7.24	7.28
storage (slurry and solid)	15.27	15.25	15.19	15.09	15.10	15.18	15.13	15.22	15.21	15.14	15.13	15.24	15.26	15.30	15.33	15.33	16.01
application (slurry and solid)	14.93	14.96	14.97	14.92	14.93	15.01	14.96	15.05	15.04	14.97	14.97	15.07	15.09	15.13	15.16	15.16	15.71
Non-dairy cattle																	
housing (slurry and solid)	0.38	0.37	0.35	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.34	0.33
storage (slurry and solid)	1.34	1.29	1.24	1.18	1.18	1.18	1.20	1.19	1.18	1.18	1.19	1.20	1.21	1.21	1.20	1.19	1.19
application (slurry and solid)	0.92	0.89	0.86	0.82	0.82	0.82	0.83	0.83	0.82	0.82	0.83	0.84	0.84	0.84	0.83	0.82	0.83
Sows																	
housing (slurry and solid)	7.18	7.16	7.13	7.07	7.12	7.17	7.25	7.27	7.29	7.29	7.31	7.30	7.30	7.30	7.32	7.36	7.38
storage (slurry and solid)	1.59	1.59	1.58	1.56	1.57	1.59	1.60	1.61	1.61	1.61	1.62	1.62	1.62	1.62	1.62	1.63	1.65

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
application (slurry and solid)	3.64	3.64	3.62	3.59	3.62	3.64	3.68	3.69	3.70	3.70	3.71	3.71	3.71	3.71	3.72	3.74	3.76
Other swine																	
housing (slurry and solid)	1.61	1.61	1.60	1.60	1.59	1.57	1.56	1.55	1.55	1.55	1.54	1.54	1.52	1.51	1.49	1.50	1.48
storage (slurry and solid)	0.52	0.52	0.52	0.52	0.51	0.51	0.50	0.50	0.50	0.50	0.50	0.50	0.49	0.49	0.48	0.48	0.48
application (slurry and solid)	1.62	1.62	1.61	1.61	1.59	1.58	1.57	1.56	1.55	1.55	1.55	1.55	1.52	1.52	1.50	1.50	1.49
Sheep																	
housing (slurry and solid)	0.11	0.11	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
storage (slurry and solid)	0.12	0.11	0.11	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.11
application (slurry and solid)	0.11	0.11	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
Goats																	
housing (slurry and solid)	0.11	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
storage (slurry and solid)	0.11	0.11	0.11	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.11
application (slurry and solid)	0.11	0.10	0.10	0.09	0.09	0.09	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
Horses																	
housing (slurry and solid)	1.00	0.91	0.81	0.70	0.71	0.71	0.71	0.72	0.73	0.73	0.73	0.73	0.74	0.74	0.74	0.74	0.74
storage (slurry and solid)	1.15	1.05	0.96	0.83	0.85	0.85	0.85	0.86	0.87	0.87	0.87	0.87	0.88	0.88	0.88	0.88	0.92
application (slurry and solid)	0.97	0.89	0.81	0.70	0.72	0.72	0.72	0.73	0.73	0.74	0.73	0.74	0.74	0.75	0.75	0.75	0.78
Mules & asses																	
housing (slurry and solid)	1.00	0.91	0.81	0.70	0.71	0.71	0.71	0.72	0.73	0.73	0.73	0.73	0.74	0.74	0.74	0.74	0.74
storage (slurry and solid)	1.15	1.05	0.96	0.83	0.85	0.85	0.85	0.86	0.87	0.87	0.87	0.87	0.88	0.88	0.88	0.88	0.92
application (slurry and solid)	0.97	0.89	0.81	0.70	0.72	0.72	0.72	0.73	0.73	0.74	0.73	0.74	0.74	0.75	0.75	0.75	0.78
Hens																	
housing (slurry and solid)	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
storage (slurry and solid)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
application (slurry and solid)	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12
Broilers																	
housing (slurry and solid)	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
storage (slurry and solid)	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.09

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
application (slurry and solid)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
Turkeys																	
housing (slurry and solid)	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
storage (slurry and solid)	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19
application (slurry and solid)	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17
Other poultry																	
housing (slurry and solid)	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14
storage (slurry and solid)	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
application (slurry and solid)	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
Rabbits																	
housing (slurry and solid)	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
storage (slurry and solid)	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
application (slurry and solid)	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58

Table D-4: Nitrogen amount consumption (t N.yr-1) by type of N fertilizer – time series activity data

Type	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Ammonium nitrate (AN)	0	0	0	0	0	0	0	0	0	0	0
Ammonium phosphate (MAP&DAP)	13 278	13 278	13 278	13 278	13 278	16 753	15 743	12 400	12 604	14 337	11 829
Ammonium sulphate (AS)	17 722	17 722	17 722	17 722	17 722	25 397	26 703	20 428	19 838	12 446	14 473
Calcium ammonia nitrate (CAN)	46 126	46 126	46 126	46 126	46 126	40 666	52 909	52 454	53 213	42 767	45 717
Urea	13 347	13 347	13 347	13 347	13 347	7 058	14 072	15 262	7 752	14 514	20 524
Other NK & NPK	49 540	49 540	49 540	49 540	49 540	40 762	42 544	43 449	36 292	46 446	57 742
Other N	18 488	18 488	18 488	18 488	18 488	15 180	16 258	20 295	19 604	18 435	19 725
Total	**158 500**	**158 500**	**158 500**	**158 500**	**158 500**	**145 815**	**168 229**	**164 288**	**149 303**	**148 944**	**170 009**

Type	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Ammonium nitrate (AN)	0	0	0	0	0	0	0	0	4 295	4 009	4 182
Ammonium phosphate (MAP&DAP)	10 521	12 038	9 097	1 920	0	0	0	0	1 013	539	209
Ammonium sulphate (AS)	10 917	11 575	10 310	10 273	10 298	4 221	5 864	2 541	1 951	3 057	0
Calcium ammonia nitrate (CAN)	38 776	42 505	35 892	43 305	29 682	19 206	34 634	26 751	27 179	34 989	23 487
Urea	17 527	10 066	9 235	8 203	11 849	20 447	21 976	26 008	24 064	13 854	22 193
Other NK & NPK	59 095	69 986	61 915	96 642	39 937	33 758	41 105	28 972	16 086	24 905	24 943
Other N	20 675	17 731	14 959	18 508	10 897	9 759	9 426	20 859	22 705	18 896	20 074
Total	**157 511**	**163 902**	**141 408**	**178 851**	**102 663**	**87 391**	**113 005**	**105 131**	**97 293**	**100 249**	**95 088**

Type	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Ammonium nitrate (AN)	3 696	7 700	4 635	670	850	406	6	915	358	737	2 267	971
Ammonium phosphate (MAP&DAP)	1 371	2 042	1 172	576	1 942	2 457	2 496	1 594	845	2 498	1 928	844
Ammonium sulphate (AS)	0	0	1 202	1 805	1 912	1 711	688	2 507	880	714	90	902
Calcium ammonia nitrate (CAN)	17 620	25 380	18 553	17 889	21 764	16 521	19 931	20 608	21 560	13 282	9 849	14 959
Urea	20 883	15 567	25 402	30 518	30 203	25 846	21 816	13 840	13 881	11 684	4 065	5 425
Other NK & NPK	17 193	24 568	31 865	27 969	24 887	24 798	23 910	28 300	27 775	29 125	25 070	34 815
Other N	46 101	35 387	48 814	38 480	26 883	30 845	32 519	39 631	37 872	36 824	24 771	31 274
Total	**106 864**	**110 643**	**131 643**	**117 906**	**108 440**	**102 584**	**101 365**	**107 394**	**103 171**	**94 864**	**68 041**	**89 189**

Table D-5: Share (%) of the National emissions corresponding to the mainland territory

NFR code	Description	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
3 B 1 a	Manure management – Dairy cattle	78.68	77.75	78.74	78.50	78.10	77.86	77.39	76.39	74.73	71.99	71.73	69.51	67.56	67.71	67.68	65.96	65.19
3 B 1 b	Manure management – Non - Dairy cattle	92.39	90.63	90.64	90.18	90.43	90.02	90.11	89.73	90.53	89.83	89.12	89.09	89.66	90.01	90.12	89.63	89.39
3 B 2	Manure management – Sheep	99.58	99.59	99.58	99.58	99.60	99.60	99.60	99.59	99.58	99.66	99.50	99.54	99.61	99.60	99.65	99.62	99.65
3 B 3	Manure management – Swine	97.57	97.64	97.67	97.73	97.55	97.53	97.47	97.37	97.19	96.44	96.27	95.83	95.88	95.71	95.63	96.42	96.45
3 B 4 d	Manure management – Goats	97.11	97.02	96.98	96.83	96.81	97.02	96.90	97.03	96.75	97.16	96.62	96.32	96.38	96.62	96.60	96.63	96.37
3 B 4 e	Manure management –Horses	88.00	88.00	88.00	88.00	88.00	88.65	89.76	90.56	90.93	91.20	91.53	91.53	91.53	91.53	91.67	91.80	92.19
3 B 4 f	Manure management – Mules & asses	97.00	97.00	97.00	97.00	97.00	96.98	96.99	97.30	97.51	97.69	98.41	98.25	98.39	98.39	98.36	98.31	98.18
3 B 4 g i	Manure management – Laying hens	96.24	96.16	96.08	96.00	96.13	96.27	96.92	97.59	96.82	96.13	95.83	95.53	95.21	94.90	95.36	95.93	95.95
3 B 4 g ii	Manure management – Broilers	96.47	96.22	95.98	95.75	95.64	95.51	95.36	95.23	96.31	97.13	97.21	97.30	97.40	97.52	97.17	96.80	96.08
3 B 4 g iii	Manure management – Turkeys	99.73	99.71	99.68	99.66	99.60	99.53	99.63	99.71	99.73	99.74	99.75	99.75	99.75	99.75	99.60	99.33	99.72
3 B 4 g iv	Manure management – Other poultry	98.87	98.83	98.79	98.75	98.71	98.68	98.59	98.50	98.54	98.58	98.58	98.58	98.58	98.59	98.48	98.36	98.42
3 B 4 h	Manure management – Other animals	98.65	98.46	98.25	98.03	97.77	97.49	97.98	98.55	98.72	98.90	98.89	98.88	98.87	98.86	98.60	98.28	98.18
3 D a 1	Inorganic N_Fertilizers	96.86	96.89	96.86	96.81	96.85	96.79	96.80	96.71	96.67	96.74	96.75	96.71	96.67	96.62	96.60	96.58	96.48
3 D a 2 a	Animal manure applied to soil	85.54	84.19	84.69	84.34	84.27	83.94	83.75	83.06	82.63	80.91	80.43	79.30	78.61	78.86	78.90	77.80	77.29
3 D a 2 b	Sewage sludge applied to soil	96.86	96.89	96.86	96.81	96.85	96.79	96.80	96.71	96.67	96.74	96.75	96.71	96.67	96.62	96.60	96.58	96.48
3 D a 2 c	Other organic fertilizers applied to soil	96.86	96.89	96.86	96.81	96.85	96.79	96.80	96.71	96.67	96.74	96.75	96.71	96.67	96.62	96.60	96.58	96.48
3 D a 3	Urine & dung deposited by grazing animals	92.91	92.52	92.66	92.55	92.50	92.52	92.60	92.57	92.46	92.00	91.88	91.44	91.29	91.37	91.39	91.20	91.06

NFR code	Description	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
3 D c	Farm level agricultural operations	96.86	96.89	96.86	96.81	96.85	96.79	96.80	96.71	96.67	96.74	96.75	96.71	96.67	96.62	96.60	96.58	96.48
3 D e	Cultivated crops	96.86	96.89	96.86	96.81	96.85	96.79	96.80	96.71	96.67	96.74	96.75	96.71	96.67	96.62	96.60	96.58	96.48
3D f	Use of pesticides	96.86	96.89	96.86	96.81	96.85	96.79	96.80	96.71	96.67	96.74	96.75	96.71	96.67	96.62	96.60	96.58	96.48
3 F	Field burning of agricultural residues	98.74	98.80	98.76	98.72	98.67	98.65	98.62	98.65	98.45	98.57	98.55	98.44	98.45	98.35	98.35	98.23	98.18

NFR code	Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
3 B 1 a	Manure management – Dairy cattle	65.06	64.91	63.53	62.55	62.40	61.18	61.47	61.97	62.55	62.34	61.92	61.28	61.11	60.52	60.43	61.26	60.73
3 B 1 b	Manure management – Non - Dairy cattle	89.27	89.03	88.46	88.16	88.22	87.58	87.76	88.25	88.17	88.56	88.56	88.24	88.42	88.05	87.63	87.59	87.11
3 B 2	Manure management – Sheep	99.67	99.73	99.66	99.64	99.63	99.62	99.66	99.66	99.66	99.69	99.73	99.73	99.60	99.61	99.52	99.43	100.00
3 B 3	Manure management – Swine	96.92	96.73	97.07	96.92	97.38	97.68	98.31	98.45	98.44	98.51	98.43	98.32	98.27	100.00	100.00	100.00	100.00
3 B 4 d	Manure management – Goats	97.27	97.46	97.41	96.42	96.61	96.78	96.98	96.34	96.25	97.13	97.27	96.95	97.04	96.74	96.43	96.31	100.00
3 B 4 e	Manure management – Horses	94.20	95.00	96.91	96.91	96.91	96.59	97.44	96.39	95.95	95.45	97.40	97.56	98.85	100.00	100.00	100.00	100.00
3 B 4 f	Manure management – Mules & asses	97.92	96.97	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
3 B 4 g i	Manure management – Laying hens	95.98	96.43	96.78	96.82	96.87	96.93	96.99	96.95	96.91	96.87	97.35	97.69	97.94	97.94	97.94	97.94	97.94

NFR code	Description	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
3 B 4 g ii	Manure management – Broilers	95.24	96.35	97.20	97.12	97.03	96.94	96.84	97.09	97.29	97.45	97.56	97.65	97.72	97.72	97.72	97.72	97.72
3 B 4 g iii	Manure management – Turkeys	99.88	99.76	99.65	99.66	99.67	99.68	99.69	99.71	99.72	99.73	99.83	99.89	99.92	99.92	99.92	99.92	99.92
3 B 4 g iv	Manure management – Other poultry	98.47	98.52	98.57	98.53	98.49	98.43	98.36	98.75	99.01	99.20	99.47	99.63	99.75	99.75	99.75	99.75	99.75
3 B 4 h	Manure management – Other animals	98.07	97.75	97.47	97.47	97.49	97.50	97.52	97.57	97.64	97.74	97.68	97.63	97.60	97.58	97.57	97.56	97.55
3 D a 1	Inorganic N_Fertilizers	96.38	96.48	96.57	96.57	96.57	96.57	96.60	96.60	96.60	96.47	96.47	96.47	96.84	96.84	96.84	96.84	96.84
3 D a 2 a	Animal manure applied to soil	77.16	76.97	75.99	75.35	75.31	74.38	74.62	75.11	75.36	75.45	75.24	74.76	74.76	74.28	74.03	74.42	73.92
3 D a 2 b	Sewage sludge applied to soil	96.38	96.48	96.57	96.57	96.57	96.57	96.60	96.60	96.60	96.47	96.47	96.47	96.84	96.84	96.84	96.84	96.84
3 D a 2 c	Other organic fertilizers applied to soil	96.38	96.48	96.57	96.57	96.57	96.57	96.60	96.60	96.60	96.47	96.47	96.47	96.84	96.84	96.84	96.84	96.84
3 D a 3	Urine & dung deposited by grazing animals	91.47	91.40	91.86	91.51	91.59	91.35	91.66	91.58	91.57	91.67	91.90	91.72	91.90	92.13	92.00	92.08	92.55
3 D c	Farm level agricultural operations	96.38	96.48	96.57	96.57	96.57	96.57	96.60	96.60	96.60	96.47	96.47	96.47	96.84	96.84	96.84	96.84	96.84
3 D e	Cultivated crops	96.38	96.48	96.57	96.57	96.57	96.57	96.60	96.60	96.60	96.47	96.47	96.47	96.84	96.84	96.84	96.84	96.84
3D f	Use of pesticides	96.38	96.48	96.57	96.57	96.57	96.57	96.60	96.60	96.60	96.47	96.47	96.47	96.84	96.84	96.84	96.84	96.84
3 F	Field burning of agricultural residues	98.04	98.13	98.05	97.97	97.92	97.94	97.45	97.45	97.36	97.21	97.14	97.13	96.69	96.68	96.66	96.65	96.64

Annex E: Waste (NFR 5)

Updated: March 2025

Annex Table 1: National population, waste generation per capita, and municipal waste generation

Year	Population		Annual per capita generation rate		Pop. served by waste collection syst.	Municipal waste generation									
						TOTAL		*of which:*							
								Open dump sites		Managed landfills		Composting/Anaerobic digestion		Incinerated	
	National Total	Mainland	National Total	Mainland		National Total	Mainland	National Total	Mainland	National Total	Mainland	National Total	Mainland	National Total	Mainland
	inhabitants		kg/inh/year		% pop.	Kton									
1960	8,889,197	8,292,784	51.5	51.3	40	457.8	425.5	457.8	425.5	0.0	0.0	0.0	0.0	0.0	0.0
1961	8,861,388	8,271,002	54.4	54.2	41	482.4	448.5	482.4	448.5	0.0	0.0	0.0	0.0	0.0	0.0
1962	8,833,580	8,249,219	57.5	57.3	42	507.8	472.4	507.8	472.4	0.0	0.0	0.0	0.0	0.0	0.0
1963	8,805,771	8,227,437	60.7	60.4	44	534.1	497.1	534.1	497.1	0.0	0.0	0.0	0.0	0.0	0.0
1964	8,777,962	8,205,654	64.0	63.7	45	561.4	522.8	561.4	522.8	0.0	0.0	0.0	0.0	0.0	0.0
1965	8,750,154	8,183,872	67.4	67.1	46	589.6	549.4	589.6	549.4	0.0	0.0	0.0	0.0	0.0	0.0
1966	8,722,345	8,162,090	70.9	70.7	47	618.8	576.9	618.8	576.9	0.0	0.0	0.0	0.0	0.0	0.0
1967	8,694,536	8,140,307	74.7	74.4	48	649.1	605.4	649.1	605.4	0.0	0.0	0.0	0.0	0.0	0.0
1968	8,666,727	8,118,525	78.5	78.2	50	680.4	635.0	680.4	635.0	0.0	0.0	0.0	0.0	0.0	0.0
1969	8,638,919	8,096,742	82.5	82.2	51	712.8	665.6	712.8	665.6	0.0	0.0	0.0	0.0	0.0	0.0
1970	8,611,110	8,074,960	86.7	86.3	52	746.3	697.2	746.3	697.2	0.0	0.0	0.0	0.0	0.0	0.0
1971	8,722,192	8,189,669	91.1	90.8	53	794.5	743.3	794.5	743.3	0.0	0.0	0.0	0.0	0.0	0.0
1972	8,833,274	8,304,378	95.7	95.4	54	845.2	791.9	845.2	791.9	0.0	0.0	0.0	0.0	0.0	0.0
1973	8,944,357	8,419,087	100.5	100.1	56	898.5	842.9	898.5	842.9	0.0	0.0	0.0	0.0	0.0	0.0
1974	9,055,439	8,533,796	105.4	105.1	57	954.5	896.6	954.5	896.6	0.0	0.0	0.0	0.0	0.0	0.0
1975	9,166,521	8,648,505	110.5	110.2	58	1,013.4	953.1	1,013.4	953.1	0.0	0.0	0.0	0.0	0.0	0.0
1976	9,277,603	8,763,215	115.9	115.5	59	1,075.1	1,012.5	1,075.1	1,012.5	0.0	0.0	0.0	0.0	0.0	0.0
1977	9,388,685	8,877,924	121.4	121.1	60	1,140.0	1,074.9	1,140.0	1,074.9	0.0	0.0	0.0	0.0	0.0	0.0
1978	9,499,767	8,992,633	127.2	126.8	62	1,208.1	1,140.4	1,208.1	1,140.4	0.0	0.0	0.0	0.0	0.0	0.0
1979	9,610,850	9,107,342	133.1	132.8	63	1,279.5	1,209.2	1,279.5	1,209.2	0.0	0.0	0.0	0.0	0.0	0.0
1980	9,721,932	9,222,051	139.3	138.9	64	1,354.4	1,281.4	949.2	876.2	360.5	360.5	44.7	44.7	0.0	0.0
1981	9,833,014	9,336,760	148.7	148.3	66	1,462.0	1,384.7	1,021.1	943.8	396.2	396.2	44.7	44.7	0.0	0.0
1982	9,836,427	9,340,677	158.4	158.0	68	1,558.2	1,475.9	1,088.1	1,005.8	425.4	425.4	44.7	44.7	0.0	0.0
1983	9,839,841	9,344,593	168.6	168.2	71	1,658.9	1,571.5	1,158.2	1,070.8	456.0	456.0	44.7	44.7	0.0	0.0
1984	9,843,254	9,348,510	179.3	178.8	73	1,764.5	1,671.7	1,231.7	1,138.9	488.1	488.1	44.7	44.7	0.0	0.0
1985	9,846,667	9,352,426	190.4	190.0	75	1,875.0	1,776.6	1,308.6	1,210.2	521.7	521.7	44.7	44.7	0.0	0.0
1986	9,850,081	9,356,343	203.2	202.7	78	2,001.1	1,896.3	1,396.3	1,291.5	560.1	560.1	44.7	44.7	0.0	0.0
1987	9,853,494	9,360,260	216.5	216.0	80	2,133.2	2,021.7	1,488.2	1,376.7	600.3	600.3	44.7	44.7	0.0	0.0
1988	9,856,907	9,364,176	230.5	229.9	83	2,271.7	2,153.2	1,584.5	1,466.0	642.5	642.5	44.7	44.7	0.0	0.0
1989	9,860,320	9,368,093	245.1	244.5	85	2,416.8	2,290.9	1,685.4	1,559.5	686.7	686.7	44.7	44.7	0.0	0.0

(cont.)

Year	Population		Annual per capita generation rate		Pop. served by waste collection syst.	Municipal waste generation									
						TOTAL		*of which:* Open dump sites		Managed landfills		Composting/Anaerobic digestion		Incinerated	
	National Total	Mainland	National Total	Mainland		National Total	Mainland	National Total	Mainland	National Total	Mainland	National Total	Mainland	National Total	Mainland
	inhabitants		kg/inh/year		% pop.	kton									
1990	9,863,734	9,372,009	260.4	259.8	88	2,568.7	2,435.2	1,779.3	1,645.7	739.2	739.2	50.3	50.3	0.0	0.0
1991	9,867,147	9,375,926	272.7	272.1	89	2,690.9	2,551.3	1,734.5	1,594.9	906.1	906.1	50.3	50.3	0.0	0.0
1992	9,916,044	9,425,268	285.5	284.9	91	2,831.4	2,685.5	1,824.4	1,678.6	956.7	956.7	50.3	50.3	0.0	0.0
1993	9,964,941	9,474,609	298.9	298.3	92	2,978.4	2,826.1	1,918.6	1,766.3	1,009.6	1,009.6	50.3	50.3	0.0	0.0
1994	10,013,838	9,523,951	312.8	312.2	93	3,132.3	2,973.3	1,865.1	1,726.1	1,179.4	1,159.3	87.8	87.8	0.0	0.0
1995	10,062,735	9,573,293	332.0	331.7	95	3,341.2	3,175.2	1,982.4	1,837.7	1,248.5	1,227.2	110.4	110.4	0.0	0.0
1996	10,111,632	9,622,635	350.4	350.2	96	3,542.8	3,370.2	2,058.3	1,908.3	1,373.6	1,351.1	110.8	110.8	0.0	0.0
1997	10,160,529	9,671,976	368.9	369.0	97	3,748.6	3,569.1	2,038.6	1,883.1	1,596.1	1,572.2	113.8	113.8	0.0	0.0
1998	10,209,426	9,721,318	387.8	388.0	98	3,958.7	3,772.1	1,539.9	1,380.2	2,302.1	2,275.2	116.8	116.8	0.0	0.0
1999	10,258,323	9,770,660	425.3	425.3	99	4,363.2	4,155.8	975.1	905.8	2,736.9	2,626.7	114.9	100.4	346.4	346.4
2000	10,307,220	9,820,001	439.5	437.7	100	4,530.3	4,298.0	588.8	520.5	2,610.5	2,484.7	137.4	123.3	911.1	911.1
2001	10,356,117	9,869,343	446.0	421.9	100	4,618.5	4,164.3	460.1	445.0	2,912.1	2,700.9	139.2	126.7	891.7	891.6
2002	10,444,592	9,950,051	457.0	433.6	100	4,772.8	4,314.0	27.8	0.0	3,490.6	3,337.0	75.5	62.2	943.9	914.7
2003	10,473,050	9,975,209	464.6	438.5	100	4,865.7	4,374.3	25.9	0.0	3,367.4	3,248.4	232.5	232.5	1,003.4	893.3
2004	10,494,672	9,993,865	435.9	430.2	100	4,575.0	4,299.4	22.3	0.0	3,206.1	3,087.1	129.0	127.5	994.2	876.8
2005	10,511,988	10,008,242	436.3	431.1	100	4,586.4	4,314.7	0.0	0.0	3,128.4	2,998.7	130.7	129.5	1,057.0	937.1
2006	10,532,588	10,025,838	447.1	440.5	100	4,708.9	4,416.6	0.0	0.0	3,264.5	3,142.7	133.3	131.9	984.4	861.4
2007	10,553,339	10,043,520	455.4	454.3	100	4,806.4	4,563.2	0.0	0.0	3,233.3	3,113.7	143.5	142.3	954.5	832.1
2008	10,563,014	10,051,206	496.3	496.5	100	5,242.4	4,990.6	0.0	0.0	3,530.2	3,403.6	185.3	183.9	993.0	869.3
2009	10,573,479	10,059,864	497.2	495.2	100	5,256.9	4,981.4	0.0	0.0	3,351.1	3,200.7	216.2	214.8	1,082.6	958.9
2010	10,572,721	10,057,999	524.0	471.1	100	5,540.3	4,738.7	0.0	0.0	3,682.6	3,542.2	232.1	232.1	1,092.2	964.3
2011	10,542,398	10,030,968	497.0	496.5	100	5,239.6	4,980.0	0.0	0.0	3,395.3	3,255.0	244.1	244.1	1,131.5	1,012.2
2012	10,487,289	9,976,649	457.4	453.8	100	4,797.1	4,527.6	0.0	0.0	2,920.9	2,788.3	332.7	332.7	1,034.3	919.3
2013	10,427,301	9,918,548	441.9	439.8	100	4,607.4	4,362.4	0.0	0.0	2,601.9	2,491.3	349.7	343.9	1,117.8	1,019.5
2014	10,374,822	9,869,783	454.9	453.3	100	4,720.0	4,473.8	0.0	0.0	2,532.1	2,425.6	489.6	483.1	1,051.9	948.8
2015	10,341,330	9,839,140	459.1	457.9	100	4,747.2	4,505.8	0.0	0.0	2,429.0	2,335.9	390.8	377.4	1,129.2	1,020.7
2016	10,309,573	9,809,414	474.4	473.0	100	4,891.0	4,640.0	0.0	0.0	2,536.4	2,437.7	804.0	787.2	1,198.8	1,070.1
2017	10,291,027	9,792,797	486.5	483.5	100	5,006.5	4,735.1	0.0	0.0	2,852.8	2,749.9	839.6	819.5	1,183.3	1,034.8
2018	10,276,617	9,779,826	507.3	505.6	100	5,213.1	4,944.7	0.0	0.0	2,935.5	2,841.3	855.9	835.4	1,128.8	981.0
2019	10,295,909	9,798,859	513.0	511.0	100	5,281.4	5,006.8	0.0	0.0	2,944.4	2,845.9	851.1	825.3	1,190.2	1,040.4
2020	10,298,252	9,802,128	512.6	511.5	100	5,278.8	5,014.0	0.0	0.0	3,124.4	3,025.3	685.1	661.7	1,144.4	999.9
2021	10,344,802	9,857,593	513.4	511.6	100	5,310.5	5,042.8	0.0	0.0	2,851.8	2,755.9	863.0	835.0	1,244.4	1,094.7
2022	10,516,621	10,022,426	506.2	503.8	100	5,323.2	5,049.6	0.0	0.0	3,023.8	2,928.5	818.6	792.4	1,047.6	925.1
2023	10,639,726	10,142,079	501.7	499.4	100	5,338.1	5,064.5	0.0	0.0	3,121.6	3,019.4	817.5	793.7	971.6	824.3

Notes: Sources: INE; APA (include estimates); Quercus Study

Annex Table 2: Fermentable industrial waste disposal on land

Year	National Total			Mainland		Year	National Total			Mainland	
	Industrial SWDL	managed landfills		Industrial SWDL	managed landfills		Industrial SWDL	managed landfills		Industrial SWDL	managed landfills
	kton	%		kton	%		kton	%		kton	%
1960	546.4	0		507.8	0	1992	1,117.3	34		1058.7	36
1961	557.9	0		518.7	0	1993	1,144.9	34		1085.3	36
1962	569.6	0		529.9	0	1994	1,173.3	39		1112.0	40
1963	581.7	0		541.4	0	1995	1,202.7	39		1140.9	40
1964	594.1	0		553.3	0	1996	1,233.0	40		1171.0	41
1965	606.8	0		565.4	0	1997	1,264.2	44		1201.8	46
1966	619.8	0		577.8	0	1998	1,296.5	60		1233.5	62
1967	633.2	0		590.6	0	1999	1,329.8	74		1265.5	74
1968	646.8	0		603.6	0	2000	1,137.8	82		1068.8	83
1969	660.9	0		617.1	0	2001	945.9	86		882.4	86
1970	675.3	0		630.9	0	2002	753.9	99		715.1	100
1971	690.1	0		645.7	0	2003	684.2	99		655.0	100
1972	705.3	0		660.8	0	2004	606.1	99		579.6	100
1973	720.9	0		676.3	0	2005	528.0	100		506.1	100
1974	737.0	0		692.3	0	2006	449.9	100		433.1	100
1975	753.4	0		708.6	0	2007	371.8	100		358.0	100
1976	770.3	0		725.4	0	2008	293.7	100		283.1	100
1977	787.7	0		742.7	0	2009	250.5	100		239.3	100
1978	805.6	0		760.4	0	2010	225.6	100		217.0	100
1979	823.9	0		778.7	0	2011	273.9	100		262.6	100
1980	842.8	28		795.8	29	2012	235.7	100		225.0	100
1981	862.2	28		815.2	30	2013	187.7	100		179.7	100
1982	882.2	28		834.2	30	2014	168.4	100		161.4	100
1983	902.7	28		853.9	30	2015	164.1	100		157.8	100
1984	923.9	28		874.0	30	2016	192.2	100		184.7	100
1985	945.6	29		894.8	30	2017	168.7	100		162.7	100
1986	968.0	29		916.2	30	2018	183.4	100		177.6	100
1987	991.1	29		938.2	30	2019	203.0	100		196.2	100
1988	1,014.8	29		960.8	30	2020	202.1	100		195.7	100
1989	1,039.3	29		984.1	31	2021	193.3	100		186.8	100
1990	1,064.5	29		1008.1	31	2022	176.6	100		171.1	100
1991	1,090.5	34		1032.8	36	2023	168.8	100		163.3	100

Notes:
Share between open dump and managed landfills based on disposal of municipal solid wastes.
2002 to 2004: disposal on open dump sites refer to disposal on controlled dump sites.
Source: APA (include estimates)

Annex Table 3: Quantities of municipal and non-municipal waste composted by type

Year	National Total					Mainland			
	Composted waste: Municipal & Non-Municipal	*of which:*				Composted waste: Municipal & Non-Municipal	*of which:*		
		Organic	Garden and park	Mixed			Organic	Garden and park	Mixed
	kton	kton	kton	kton		kton	kton	kton	kton
1990	**50.3**	17.7	32.5	0.0		**50.3**	17.7	32.5	0.0
1991	**50.3**	17.7	32.5	0.0		**50.3**	17.7	32.5	0.0
1992	**50.3**	17.7	32.5	0.0		**50.3**	17.7	32.5	0.0
1993	**50.3**	17.7	32.5	0.0		**50.3**	17.7	32.5	0.0
1994	**87.8**	31.0	56.9	0.0		**87.8**	31.0	56.9	0.0
1995	**110.4**	38.9	71.5	0.0		**110.4**	38.9	71.5	0.0
1996	**110.8**	39.0	71.7	0.0		**110.8**	39.0	71.7	0.0
1997	**113.8**	40.1	73.7	0.0		**113.8**	40.1	73.7	0.0
1998	**116.8**	41.2	75.6	0.0		**116.8**	41.2	75.6	0.0
1999	**114.9**	40.5	74.4	0.0		**100.4**	35.4	65.0	0.0
2000	**137.4**	48.4	89.0	0.0		**123.3**	43.4	79.8	0.0
2001	**139.2**	49.1	90.1	0.0		**126.7**	44.6	82.0	0.0
2002	**75.5**	26.6	48.9	0.0		**62.2**	21.9	40.3	0.0
2003	**232.5**	82.0	150.6	0.0		**232.5**	82.0	150.6	0.0
2004	**129.0**	45.5	83.5	0.0		**127.5**	44.9	82.6	0.0
2005	**130.7**	46.1	84.7	0.0		**129.5**	45.7	83.9	0.0
2006	**129.5**	45.7	83.9	0.0		**128.1**	45.2	83.0	0.0
2007	**131.0**	46.2	84.8	0.0		**129.8**	45.7	84.0	0.0
2008	**170.7**	60.2	110.5	0.0		**169.3**	59.7	109.7	0.0
2009	**205.8**	72.5	133.3	0.0		**204.4**	72.0	132.3	0.0
2010	**219.2**	77.3	141.9	0.0		**219.2**	77.3	141.9	0.0
2011	**200.7**	70.7	130.0	0.0		**200.7**	70.7	130.0	0.0
2012	**205.3**	72.3	132.9	0.0		**205.3**	72.3	132.9	0.0
2013	**192.5**	72.0	120.1	0.4		**186.7**	69.9	116.3	0.4
2014	**183.7**	68.9	114.4	0.4		**177.2**	66.6	110.2	0.4
2015	**202.7**	76.5	126.0	0.2		**189.3**	71.8	117.4	0.2
2016	**354.8**	118.9	235.4	0.5		**337.9**	113.4	224.0	0.5
2017	**406.6**	151.5	251.6	3.5		**386.6**	144.2	238.9	3.5
2018	**369.8**	139.6	222.8	7.4		**349.3**	132.1	209.8	7.4
2019	**347.3**	131.1	210.7	5.6		**321.5**	121.6	194.4	5.6
2020	**278.0**	84.5	193.0	0.6		**254.6**	77.6	176.4	0.6
2021	**357.9**	102.0	252.1	3.8		**329.9**	94.2	231.8	3.8
2022	**363.8**	125.8	232.2	5.8		**337.6**	117.0	214.8	5.8
2023	**388.2**	172.7	210.0	5.6		**364.5**	162.4	196.5	5.6

Source: APA (include estimates)

Annex Table 4: Quantities of waste incinerated

Year	Clinical waste quantities incinerated		Industrial solid waste incinerated		MSW quantities incinerated	
	National total	of which in Mainland	National total	of which in Mainland	National total	of which in Mainland
	kton	%	kton	%	kton	%
1990	*12.1*	100	*22*	*95*	-	-
1991	*12.1*	100	*23*	*95*	-	-
1992	*12.1*	100	*24*	*95*	-	-
1993	*12.1*	100	*23*	*95*	-	-
1994	*12.1*	100	*24*	*95*	-	-
1995	12.1	100	*24*	*95*	-	-
1996	13.5	100	*25*	*95*	-	-
1997	15.7	100	*26*	*95*	-	-
1998	11.8	100	*28*	*95*	-	-
1999	10.4	100	29	*95*	346	100
2000	7.1	100	*32*	*94*	911	100
2001	3.2	100	*34*	*93*	892	100
2002	2.8	100	37	*95*	944	97
2003	2.3	100	47	*96*	1003	89
2004	*1.8*	100	48	*96*	994	88
2005	*1.2*	100	48	*96*	1057	89
2006	0.7	100	48	*96*	984	88
2007	2.8	100	48	*96*	955	87
2008	3.2	100	49	*96*	993	88
2009	3.2	100	30	*95*	1083	89
2010	3.8	100	21	*96*	1092	88
2011	1.9	100	24	*96*	1132	89
2012	1.3	100	31	*95*	1034	89
2013	1.1	100	20	*96*	1118	91
2014	0.9	100	22	*96*	1052	90
2015	0.6	100	19	*96*	1129	90
2016	1.2	100	22	96	1199	89
2017	1.3	100	27	96	1183	87
2018	5.2	100	25	97	1129	87
2019	5.8	100	26	97	1190	87
2020	8.9	100	25	97	1144	87
2021	8.3	100	21	97	1244	88
2022	8.4	100	21	97	1048	88
2023	3.7	100	22	97	972	85

Sources: APA; DGS

Annex F: Information on inclusion/exclusion of the condensable component from PM_{10} and $PM_{2.5}$ emission factors

Updated: March 2024

Table F-1: Inclusion/exclusion of the condensable component from PM_{10} and $PM_{2.5}$ emission factors

NFR Code	Source/Sector name	PM emissions: the condensable component is		EF reference and comments
		included	excluded	
1A1a	Public electricity and heat production	unknown	unknown	Monitoring data from Plants (Gravimetric method - EN 13284-1)
1A1b	Petroleum refining		✓	EMEP/EEA Guidebook 2019
1A2c	Stationary combustion in manufacturing industries and construction: Chemicals	unclear	unclear	EMEP/EEA Guidebook 2023
1A2d	Stationary combustion in manufacturing industries and construction: Pulp, Paper and Print	unknown	unknown	Monitoring data from Plants (Gravimetric method - EN 13284-1)
1A2e	Stationary combustion in manufacturing industries and construction: Food processing, beverages and tobacco	unclear	unclear	EMEP/EEA Guidebook 2023
1A2f	Stationary combustion in manufacturing industries and construction: Non-metallic minerals	unclear	unclear	EMEP/EEA Guidebook 2023
1A2gviii	Stationary combustion in manufacturing industries and construction: Other (please specify in the IIR)	unclear	unclear	EMEP/EEA Guidebook 2023
1A3ai(i)	International aviation LTO (civil)	unknown	unknown	ICAO Emission Factor Databank
1A3aii(i)	Domestic aviation LTO (civil)	unknown	unknown	ICAO Emission Factor Databank
1A3bi	Road transport: Passenger cars	✓		COPERT V
1A3bii	Road transport: Light duty vehicles	✓		COPERT V
1A3biii	Road transport: Heavy duty vehicles and buses	✓		COPERT V
1A3biv	Road transport: Mopeds & motorcycles	✓		COPERT V
1A3bvi	Road transport: Automobile tyre and brake wear	✓		COPERT V
1A3bvii	Road transport: Automobile road abrasion	✓		COPERT V
1A3c	Railways	not mentioned	not mentioned	EMEP/EEA Guidebook 2023
1A3dii	National navigation (shipping)	not mentioned	not mentioned	EMEP/EEA Guidebook 2019
1A4ai	Commercial/institutional: Stationary	✓		EMEP/EEA Guidebook 2023
1A4bi	Residential: Stationary	✓		EMEP/EEA Guidebook 2023
1A4ci	Agriculture/Forestry/Fishing: Stationary	✓		EMEP/EEA Guidebook 2023
1A4cii	Agriculture/Forestry/Fishing: Off-road vehicles and other machinery	✓		EMEP/EEA Guidebook 2023
1A4ciii	Agriculture/Forestry/Fishing: National fishing	not mentioned	not mentioned	EMEP/EEA Guidebook 2023
1B2aiv	Fugitive emissions oil: Refining / storage	not mentioned	not mentioned	EMEP/EEA Guidebook 2023

NFR Code	Source/Sector name	PM emissions: the condensable component is		EF reference and comments
		included	excluded	
1B2c	Venting and flaring (oil, gas, combined oil and gas)	unknown	unknown	Concawe - Air pollutant emission estimation methods for E-PRTR
2A1	Cement production	unknown	unknown	Monitoring data from Plants (Gravimetric method - EN 13284-1)
2A2	Lime production	not mentioned	not mentioned	EMEP/EEA Guidebook 2023
2A3	Glass production	not mentioned	not mentioned	EMEP/EEA Guidebook 2023
2A5a	Quarrying and mining of minerals other than coal	not mentioned	not mentioned	EMEP/EEA Guidebook 2023
2A5b	Construction and demolition	not mentioned	not mentioned	EMEP/EEA Guidebook 2023
2A5c	Storage, handling and transport of mineral products	not mentioned	not mentioned	EMEP/EEA Guidebook 2023
2B6	Titanium dioxide production	not mentioned	not mentioned	EMEP/EEA Guidebook 2023
2B10a	Chemical industry: Other (please specify in the IIR)	not mentioned	not mentioned	USEPA AP-42; EMEP/EEA Guidebook 2023; Plant specific monitoring data
2C1	Iron and steel production		✓	EMEP/EEA Guidebook 2023
2C3	Aluminium production		✓	EMEP/EEA Guidebook 2023
2C5	Lead production		✓	EMEP/EEA Guidebook 2023
2C7a	Copper production		✓	EMEP/EEA Guidebook 2023
2C7d	Storage, handling and transport of metal products (please specify in the IIR)	not mentioned	not mentioned	EMEP/EEA Guidebook 2023
2D3b	Road paving with asphalt		✓	EMEP/EEA Guidebook 2023
2D3c	Asphalt roofing	not mentioned	not mentioned	EMEP/EEA Guidebook 2023
2D3g	Chemical products	unknown	unknown	USEPA AP-42; EMEP/EEA Guidebook 2023
2D3i	Other solvent use (please specify in the IIR)	not mentioned	not mentioned	EMEP/EEA Guidebook 2023
2G	Other product use (please specify in the IIR)	not mentioned	not mentioned	EMEP/EEA Guidebook 2023
2H1	Pulp and paper industry	unknown	unknown	Monitoring data from Plants (Gravimetric method - EN 13284-1)
3B1a	Manure management - Dairy cattle	not mentioned	not mentioned	EMEP/EEA Guidebook 2019
3B1b	Manure management - Non-dairy cattle	not mentioned	not mentioned	EMEP/EEA Guidebook 2019
3B2	Manure management - Sheep	not mentioned	not mentioned	EMEP/EEA Guidebook 2019
3B3	Manure management - Swine	not mentioned	not mentioned	EMEP/EEA Guidebook 2019
3B4d	Manure management - Goats	not mentioned	not mentioned	EMEP/EEA Guidebook 2019
3B4e	Manure management - Horses	not mentioned	not mentioned	EMEP/EEA Guidebook 2019
3B4f	Manure management - Mules and asses	not mentioned	not mentioned	EMEP/EEA Guidebook 2019
3B4gi	Manure mangement - Laying hens	not mentioned	not mentioned	EMEP/EEA Guidebook 2019
3B4gii	Manure mangement - Broilers	not mentioned	not mentioned	EMEP/EEA Guidebook 2019
3B4giii	Manure mangement - Turkeys	not mentioned	not mentioned	EMEP/EEA Guidebook 2019
3B4giv	Manure management - Other poultry	not mentioned	not mentioned	EMEP/EEA Guidebook 2019

NFR Code	Source/Sector name	PM emissions: the condensable component is		EF reference and comments
		included	excluded	
3B4h	Manure management - Other animals (please specify in IIR)	not mentioned	not mentioned	EMEP/EEA Guidebook 2019
3Dc	Farm-level agricultural operations including storage, handling and transport of agricultural products	not mentioned	not mentioned	EMEP/EEA Guidebook 2019
3F	Field burning of agricultural residues	not mentioned	not mentioned	EMEP/EEA Guidebook 2019
5A	Biological treatment of waste - Solid waste disposal on land	not mentioned	not mentioned	EMEP/EEA Guidebook 2019
5C1bi	Industrial waste incineration	not mentioned	not mentioned	EMEP/EEA Guidebook 2019
5C1biii	Clinical waste incineration	not mentioned	not mentioned	EMEP/EEA Guidebook 2019
5C1bv	Cremation	not mentioned	not mentioned	EMEP/EEA Guidebook 2019
5E	Other waste (please specify in IIR)	not mentioned	not mentioned	Aasestad (2007)

Annex G: Uncertainty Analysis

Updated: March 2025

G.1 Methodology

G.1.1 Qualitative assessment

A qualitative assessment was performed on sectoral level for all pollutants. The relevant sectors of each pollutant were classified in different quality groups from A to E (see Table 2.2) following the EMEP/EEA air pollutant emission inventory guidebook 2023 (EEA 2023). Table G-1 presents a definition and default error ranges for each quality group.

Table G-1: Emission quality data ratings and calculated uncertainties by main NFR source categories

NFR	Description	NOx (as NO_2)	NMVOC	SOx (as SO_2)	NH3	PM2.5
1A1a	Public electricity and heat production	A	C	A	E	C
1A1b	Petroleum refining	B	C	A	-	C
1A2*	Stationary combustion	B	C	A	E	C
1A2*	Mobile Combustion	B	C	A	E	C
1A3a	Civil Aviation	D	D	B	-	D
1A3b	Road transport	C	C	A	E	C
1A3c	Railways	D	D	B	E	D
1A3d	National navigation	D	D	B	-	D
1A4a	Commercial/institutional	C	C	A	E	D
1A4b	Residential	C	C	A	E	D
1A4c	Agriculture/Forestry/Fishing	C	C	A	E	D
1A5	Other	D	D	B	-	D
1B2	Fugitive emissions from energy production	C	C	C	E	D
2A	Mineral Products	-	C	-	C	C
2B	Chemical industry	B/C	C	C	B/C	C
2C	Metal production	C	C	C	-	C
2D	Solvent Use	-	B/C	-	C	C
2G	Other product manufacture and use	C	C	C	C	C
2H	Other Processes	C	C	B	-	C
3B	Manure management	D	D	-	D	E
3D	Agricultural Soils	D	D	-	D	E
3F	Field burning of agricultural residues	D	D	D	D	E
5A	Solid waste disposal on land	**Calc**	**Calc**	**Calc**	**Calc**	**Calc**
5B	Biological treatment of waste	-	-	-	**Calc**	-
5C	Waste incineration	**Calc**	**Calc**	**Calc**	**Calc**	**Calc**
5D	Wastewater handling	-	**Calc**	-	-	-
5E	Other waste	-	-	-	-	**Calc**

G.1.2 Quantitative uncertainty assessment

G.1.2.1 Waste sector

The uncertainty of activity data for solid waste disposed on land result from the combined uncertainty of municipal and industrial solid waste. The uncertainty of activity data for Municipal Solid Wastes is considered high for past years as data was estimated for each year from population and per capita waste production ratio and mostly because of the low accuracy in the back cast establishment of past solid wastes disposal since 1960. The situation changed in more recent years, where data refer to data collected by waste management systems. Different uncertainty values were considered for different periods considering AD = MSWT (Total Municipal Solid Waste produced) * MSWF (Fraction of MSWT sent to SWDS), applying the proposed values from IPCC 2006. A combined uncertainty of 13% was estimated for the quantities disposed in managed SWDS in 2023.

Composting and anaerobic digestion refer to municipal waste and the same level of uncertainty (14% in 2023) was estimated as for the quantities disposed in managed SWDS.

For industrial incineration (without energy recovery) an uncertainty of 18% was estimated for the activity data 2023.

For healthcare waste an uncertainty of 10% for 2023 AD was considered.

The uncertainty of the number of human cremations (non-official data) has been set to 5%, in particular de more recent years which are based on estimates.

For domestic waste water handling the activity data, expressed in human water consumption, was estimated from population and an average daily human water consumption. Assuming a 5% for human population and 5% for water consumption, a final 7% error was set.

For the industrial waste-water systems related emissions, which have been revised on the basis of the 2019 IPCC Refinement and new collected data, the previous uncertainty values were used as a conservative approach.

The total number of accidental fires refer to official sources, but there is great uncertainty about the magnitude of the fires. The uncertainty considered has been set to 25%.

Table G-2: Uncertainties for activity data in the waste sector

NFR	Description	Activity data uncertainty (%)
5A	Biological treatment of waste - Solid waste disposal on land	13
5B1	Biological treatment of waste - Composting	14
5B2	Biological treatment of waste - AD	14
5C1bi	Industrial waste incineration	18
5C1biii	Clinical waste incineration	10
5C1bv	Cremation	5
5D1	Domestic wastewater handling	7
5D2	Industrial wastewater handling	34
5E	Other Waste: car and house fires	25

Table G-3: Estimated uncertainty rates for emission factors

NFR	Description	NOx (%)	NMVOC (%)	SOx (%)	NH3 (%)	PM2.5 (%)
5A	Biological treatment of waste - Solid waste disposal on land	39	78	40	78	242
5B1	Biological treatment of waste - Composting	-	-	-	126	-
5B2	Biological treatment of waste - AD	-	-	-	89	-
5C1bi	Industrial waste incineration	495	495	495	-	1245
5C1biii	Clinical waste incineration	55	79	37	200	1000
5C1bv	Cremation	495	495	495	-	495
5D1	Domestic wastewater handling	-	150	-	-	-
5D2	Industrial wastewater handling	-	150	-	-	-
5E	Other Waste: car and house fires	-	-	-	-	87

G.2 Detailed Results

Table G-4: Uncertainty estimation of NOx emissions 1990 and 2023

Pollutant	NFR	Base year emissions (ton)	Year 2023 emissions (ton)	AD uncertainty (%)	EF uncertainty (%)	Combined uncertainty_ 1 (%)	Combined uncertainty_ 2 (%)	Type A Sensitivity (%)	Type B Sensitivity (%)	Unc introduced by EF Unc	Unc introduced by AD Unc	Uncertainty introduced
NOx	1A1a	83.48	11.64	1%	20%	20%	0.03%	5.4	0.0	5.4	83.48	11.64
NOx	1A1b	2.80	1.85	1%	40%	40%	0.00%	0.5	0.0	0.5	2.80	1.85
NOx	1A2a	0.91	0.13	2%	40%	40%	0.00%	0.0	0.0	0.0	0.91	0.13
NOx	1A2c	2.43	0.69	2%	40%	40%	0.00%	0.1	0.0	0.1	2.43	0.69
NOx	1A2d	3.20	6.10	2%	40%	40%	0.03%	6.0	0.0	6.0	3.20	6.10
NOx	1A2e	2.36	1.03	5%	40%	40%	0.00%	0.2	0.0	0.2	2.36	1.03
NOx	1A2f	15.22	14.73	2%	40%	40%	0.19%	34.8	0.1	34.7	15.22	14.73
NOx	1A2gvii	2.71	2.08	10%	40%	41%	0.00%	0.7	0.0	0.7	2.71	2.08
NOx	1A2gviii	5.68	3.62	5%	40%	40%	0.01%	2.1	0.0	2.1	5.68	3.62
NOx	1A3ai(i)	1.24	4.08	2%	200%	200%	0.36%	66.4	0.0	66.4	1.24	4.08
NOx	1A3aii(i)	0.72	1.51	2%	200%	200%	0.05%	9.2	0.0	9.2	0.72	1.51
NOx	1A3bi	38.53	24.70	2%	125%	125%	5.22%	953.9	0.2	953.6	38.53	24.70
NOx	1A3bii	11.58	15.07	2%	125%	125%	1.94%	354.8	0.1	354.7	11.58	15.07
NOx	1A3biii	43.08	13.19	2%	125%	125%	1.49%	271.7	0.1	271.7	43.08	13.19
NOx	1A3biv	0.31	0.19	2%	125%	125%	0.00%	0.1	0.0	0.1	0.31	0.19
NOx	1A3c	2.94	0.42	2%	200%	200%	0.00%	0.7	0.0	0.7	2.94	0.42
NOx	1A3dii	6.75	6.11	2%	200%	200%	0.82%	149.3	0.0	149.3	6.75	6.11
NOx	1A4ai	0.90	1.25	10%	125%	125%	0.01%	2.4	0.0	2.4	0.90	1.25
NOx	1A4aii	0.01	0.00	25%	125%	127%	0.00%	0.0	0.0	0.0	0.01	0.00
NOx	1A4bi	4.16	3.06	10%	125%	125%	0.08%	14.7	0.1	14.6	4.16	3.06
NOx	1A4bii	0.01	0.00	25%	125%	127%	0.00%	0.0	0.0	0.0	0.01	0.00
NOx	1A4ci	0.93	1.63	10%	125%	125%	0.02%	4.2	0.0	4.2	0.93	1.63
NOx	1A4cii	3.46	2.00	10%	125%	125%	0.03%	6.3	0.0	6.3	3.46	2.00
NOx	1A4ciii	7.32	2.64	10%	125%	125%	0.06%	11.0	0.1	10.9	7.32	2.64
NOx	1A5b	0.40	0.20	10%	200%	200%	0.00%	0.2	0.0	0.2	0.40	0.20
NOx	1B2aiv	NE	0.11	1%	125%	125%	0.00%	0.0	0.0	0.0	NE	0.11
NOx	1B2c	0.27	0.70	1%	125%	125%	0.00%	0.8	0.0	0.8	0.27	0.70

Pollutant	NFR	Base year emissions (ton)	Year 2023 emissions (ton)	AD uncertainty (%)	EF uncertainty (%)	Combined uncertainty_ 1 (%)	Combined uncertainty_ 2 (%)	Type A Sensitivity (%)	Type B Sensitivity (%)	Unc introduced by EF Unc	Unc introduced by AD Unc	Uncertainty introduced
NOx	2B2	0.25	0.09	1%	40%	40%	0.00%	0.0	0.0	0.0	0.25	0.09
NOx	2B10a	0.13	0.28	20%	125%	127%	0.00%	0.1	0.0	0.1	0.13	0.28
NOx	2C1	0.06	0.27	1%	125%	125%	0.00%	0.1	0.0	0.1	0.06	0.27
NOx	2G	0.01	0.03	20%	125%	127%	0.00%	0.0	0.0	0.0	0.01	0.03
NOx	2H1	2.50	5.10	10%	125%	125%	0.22%	40.8	0.3	40.6	2.50	5.10
NOx	3B1a	0.13	0.07	1%	200%	200%	0.00%	0.0	0.0	0.0	0.13	0.07
NOx	3B1b	0.13	0.10	1%	200%	200%	0.00%	0.0	0.0	0.0	0.13	0.10
NOx	3B2	0.06	0.02	1%	200%	200%	0.00%	0.0	0.0	0.0	0.06	0.02
NOx	3B3	0.01	0.01	1%	200%	200%	0.00%	0.0	0.0	0.0	0.01	0.01
NOx	3B4d	0.01	0.00	1%	200%	200%	0.00%	0.0	0.0	0.0	0.01	0.00
NOx	3B4e	0.01	0.01	1%	200%	200%	0.00%	0.0	0.0	0.0	0.01	0.01
NOx	3B4f	0.02	0.00	1%	200%	200%	0.00%	0.0	0.0	0.0	0.02	0.00
NOx	3B4gi	0.13	0.19	1%	200%	200%	0.00%	0.1	0.0	0.1	0.13	0.19
NOx	3B4gii	0.15	0.27	1%	200%	200%	0.00%	0.3	0.0	0.3	0.15	0.27
NOx	3B4giii	0.02	0.04	1%	200%	200%	0.00%	0.0	0.0	0.0	0.02	0.04
NOx	3B4giv	0.01	0.02	1%	200%	200%	0.00%	0.0	0.0	0.0	0.01	0.02
NOx	3B4h	0.06	0.03	1%	200%	200%	0.00%	0.0	0.0	0.0	0.06	0.03
NOx	3Da1	6.34	3.57	1%	200%	200%	0.28%	50.9	0.0	50.9	6.34	3.57
NOx	3Da2a	1.96	1.50	1%	200%	200%	0.05%	9.0	0.0	9.0	1.96	1.50
NOx	3Da2b	0.01	0.01	1%	200%	200%	0.00%	0.0	0.0	0.0	0.01	0.01
NOx	3Da2c	NA	0.04	1%	200%	200%	0.00%	0.0	0.0	0.0	NA	0.04
NOx	3Da3	2.61	3.82	1%	200%	200%	0.32%	58.3	0.0	58.3	2.61	3.82
NOx	3F	0.32	0.23	1%	200%	200%	0.00%	0.2	0.0	0.2	0.32	0.23
NOx	5A	NA	0.00	13%	39%	41%	0.00%	0.0	0.0	0.0	NA	0.00
NOx	5C1bi	0.02	0.02	18%	495%	495%	0.00%	0.0	0.0	0.0	0.02	0.02
NOx	5C1biii	0.02	0.01	10%	55%	56%	0.00%	0.0	0.0	0.0	0.02	0.01
NOx	5C1bv	0.00	0.02	5%	495%	495%	0.00%	0.0	0.0	0.0	0.00	0.02
NOx	5C2	0.86	0.69	1%	200%	200%	0.01%	1.9	0.0	1.9	0.86	0.69
NOx	**TOTAL**	**257.82**	**135.19**	**0.8%**	**33.5%**	**33.6%**	**11.3%**	-	-	-	-	**0.7%**

Table G-5: Uncertainty estimation of NMVOCs emissions 1990 and 2023

Pollutant	NFR	Base year emissions (ton)	Year 2023 emissions (ton)	AD uncertainty (%)	EF uncertainty (%)	Combined uncertainty_1 (%)	Combined uncertainty_2 (%)	Type A Sensitivity (%)	Type B Sensitivity (%)	Unc introduced by EF Unc	Unc introduced by AD Unc	Uncertainty introduced
NMVOC	1A1a	0.31	0.32	1%	125%	125.0%	0.00%	0.2	0.0	0.2	0.31	0.32
NMVOC	1A1b	0.06	0.07	1%	125%	125.0%	0.00%	0.0	0.0	0.0	0.06	0.07
NMVOC	1A2a	0.04	0.04	2%	125%	125.0%	0.00%	0.0	0.0	0.0	0.04	0.04
NMVOC	1A2c	0.10	0.03	2%	125%	125.0%	0.00%	0.0	0.0	0.0	0.10	0.03
NMVOC	1A2d	1.26	2.35	2%	125%	125.0%	0.03%	8.6	0.0	8.6	1.26	2.35
NMVOC	1A2e	0.12	0.05	5%	125%	125.1%	0.00%	0.0	0.0	0.0	0.12	0.05
NMVOC	1A2f	3.05	8.70	2%	125%	125.0%	0.46%	118.2	0.0	118.1	3.05	8.70
NMVOC	1A2gvii	0.25	0.19	10%	125%	125.4%	0.00%	0.1	0.0	0.1	0.25	0.19
NMVOC	1A2gviii	0.30	0.20	5%	125%	125.1%	0.00%	0.1	0.0	0.1	0.30	0.20
NMVOC	1A3ai(i)	0.82	0.47	2%	200%	200.0%	0.00%	0.9	0.0	0.9	0.82	0.47
NMVOC	1A3aii(i)	0.32	0.15	2%	200%	200.0%	0.00%	0.1	0.0	0.1	0.32	0.15
NMVOC	1A3bi	42.08	3.24	2%	125%	125.0%	0.06%	16.4	0.0	16.4	42.08	3.24
NMVOC	1A3bii	1.33	0.67	2%	125%	125.0%	0.00%	0.7	0.0	0.7	1.33	0.67
NMVOC	1A3biii	3.79	0.43	2%	125%	125.0%	0.00%	0.3	0.0	0.3	3.79	0.43
NMVOC	1A3biv	28.95	2.47	2%	125%	125.0%	0.04%	9.5	0.0	9.5	28.95	2.47
NMVOC	1A3bv	16.91	4.95	2%	125%	125.0%	0.15%	38.2	0.0	38.2	16.91	4.95
NMVOC	1A3c	0.26	0.04	2%	200%	200.0%	0.00%	0.0	0.0	0.0	0.26	0.04
NMVOC	1A3dii	0.23	0.26	2%	200%	200.0%	0.00%	0.3	0.0	0.3	0.23	0.26
NMVOC	1A4ai	0.12	0.15	10%	125%	125.4%	0.00%	0.0	0.0	0.0	0.12	0.15
NMVOC	1A4aii	0.03	0.00	25%	125%	127.5%	0.00%	0.0	0.0	0.0	0.03	0.00
NMVOC	1A4bi	29.36	14.08	10%	125%	125.4%	1.20%	311.6	2.0	309.6	29.36	14.08
NMVOC	1A4bii	0.99	0.00	25%	125%	127.5%	0.00%	0.0	0.0	0.0	0.99	0.00
NMVOC	1A4ci	0.07	0.11	10%	125%	125.4%	0.00%	0.0	0.0	0.0	0.07	0.11
NMVOC	1A4cii	0.41	0.55	10%	125%	125.4%	0.00%	0.5	0.0	0.5	0.41	0.55
NMVOC	1A4ciii	0.26	0.11	10%	125%	125.4%	0.00%	0.0	0.0	0.0	0.26	0.11
NMVOC	1A5b	0.07	0.03	1%	200%	200.0%	0.00%	0.0	0.0	0.0	0.07	0.03
NMVOC	1B2ai	0.57	0.50	1%	125%	125.0%	0.00%	0.4	0.0	0.4	0.57	0.50
NMVOC	1B2aiv	1.43	1.08	1%	125%	125.0%	0.01%	1.8	0.0	1.8	1.43	1.08

Pollutant	NFR	Base year emissions (ton)	Year 2023 emissions (ton)	AD uncertainty (%)	EF uncertainty (%)	Combined uncertainty_1 (%)	Combined uncertainty_2 (%)	Type A Sensitivity (%)	Type B Sensitivity (%)	Unc introduced by EF Unc	Unc introduced by AD Unc	Uncertainty introduced
NMVOC	1B2av	4.86	3.78	1%	125%	125.0%	0.09%	22.3	0.0	22.3	4.86	3.78
NMVOC	1B2b	NE	0.00	5%	125%	125.1%	0.00%	0.0	0.0	0.0	NE	0.00
NMVOC	1B2c	0.05	0.15	1%	125%	125.0%	0.00%	0.0	0.0	0.0	0.05	0.15
NMVOC	2A3	IE	0.00	1%	125%	125.0%	0.00%	0.0	0.0	0.0	IE	0.00
NMVOC	2B10a	1.34	1.44	20%	150%	151.3%	0.02%	4.8	0.1	4.7	1.34	1.44
NMVOC	2C1	0.07	0.09	1%	125%	125.0%	0.00%	0.0	0.0	0.0	0.07	0.09
NMVOC	2D3a	13.37	23.72	20%	20%	28.3%	0.17%	45.0	22.5	22.5	13.37	23.72
NMVOC	2D3b	0.13	0.00	20%	125%	126.6%	0.00%	0.0	0.0	0.0	0.13	0.00
NMVOC	2D3c	0.00	0.00	20%	150%	151.3%	0.00%	0.0	0.0	0.0	0.00	0.00
NMVOC	2D3d	35.82	16.96	20%	125%	126.6%	1.78%	461.0	11.5	449.5	35.82	16.96
NMVOC	2D3e	17.03	2.00	20%	20%	28.3%	0.00%	0.3	0.2	0.2	17.03	2.00
NMVOC	2D3f	1.68	0.24	20%	150%	151.3%	0.00%	0.1	0.0	0.1	1.68	0.24
NMVOC	2D3g	9.43	13.32	20%	150%	151.3%	1.57%	406.1	7.1	399.0	9.43	13.32
NMVOC	2D3h	2.17	0.68	20%	125%	126.6%	0.00%	0.7	0.0	0.7	2.17	0.68
NMVOC	2D3i	6.20	10.05	20%	125%	126.6%	0.62%	161.8	4.0	157.8	6.20	10.05
NMVOC	2G	3.29	2.50	20%	125%	126.6%	0.04%	10.0	0.2	9.7	3.29	2.50
NMVOC	2H1	4.12	8.05	10%	125%	125.4%	0.39%	101.9	0.6	101.3	4.12	8.05
NMVOC	2H2	9.75	13.97	20%	125%	126.6%	1.21%	312.9	7.8	305.1	9.75	13.97
NMVOC	3B1a	5.49	3.76	1%	200%	200.0%	0.22%	56.4	0.0	56.4	5.49	3.76
NMVOC	3B1b	4.27	2.08	1%	200%	200.0%	0.07%	17.3	0.0	17.3	4.27	2.08
NMVOC	3B2	0.39	0.13	1%	200%	200.0%	0.00%	0.1	0.0	0.1	0.39	0.13
NMVOC	3B3	1.06	0.73	1%	200%	200.0%	0.01%	2.1	0.0	2.1	1.06	0.73
NMVOC	3B4d	0.09	0.02	1%	200%	200.0%	0.00%	0.0	0.0	0.0	0.09	0.02
NMVOC	3B4e	0.04	0.02	1%	200%	200.0%	0.00%	0.0	0.0	0.0	0.04	0.02
NMVOC	3B4f	0.07	0.00	1%	200%	200.0%	0.00%	0.0	0.0	0.0	0.07	0.00
NMVOC	3B4gi	1.23	1.75	1%	200%	200.0%	0.05%	12.2	0.0	12.2	1.23	1.75
NMVOC	3B4gii	2.39	4.27	1%	200%	200.0%	0.28%	73.1	0.0	73.1	2.39	4.27
NMVOC	3B4giii	0.28	0.45	1%	200%	200.0%	0.00%	0.8	0.0	0.8	0.28	0.45
NMVOC	3B4giv	0.17	0.36	1%	200%	200.0%	0.00%	0.5	0.0	0.5	0.17	0.36

Pollutant	NFR	Base year emissions (ton)	Year 2023 emissions (ton)	AD uncertainty (%)	EF uncertainty (%)	Combined uncertainty_1 (%)	Combined uncertainty_2 (%)	Type A Sensitivity (%)	Type B Sensitivity (%)	Unc introduced by EF Unc	Unc introduced by AD Unc	Uncertainty introduced
NMVOC	3B4h	0.09	0.04	1%	200%	200.0%	0.00%	0.0	0.0	0.0	0.09	0.04
NMVOC	3Da2a	4.73	4.49	1%	200%	200.0%	0.31%	80.5	0.0	80.5	4.73	4.49
NMVOC	3Da3	0.42	0.57	1%	200%	200.0%	0.01%	1.3	0.0	1.3	0.42	0.57
NMVOC	3De	0.51	0.17	1%	200%	200.0%	0.00%	0.1	0.0	0.1	0.51	0.17
NMVOC	3F	0.78	0.61	1%	200%	200.0%	0.01%	1.5	0.0	1.5	0.78	0.61
NMVOC	5A	0.83	1.15	13%	72%	73.3%	0.00%	0.7	0.0	0.7	0.83	1.15
NMVOC	5C1bi	0.17	0.16	18%	495%	495.3%	0.00%	0.7	0.0	0.7	0.17	0.16
NMVOC	5C1biii	0.01	0.00	10%	79%	79.2%	0.00%	0.0	0.0	0.0	0.01	0.00
NMVOC	5C1bv	0.00	0.00	5%	495%	495.0%	0.00%	0.0	0.0	0.0	0.00	0.00
NMVOC	5C2	2.24	1.96	1%	200%	200.0%	0.06%	15.4	0.0	15.4	2.24	1.96
NMVOC	5D1	0.00	0.01	7%	150%	150.2%	0.00%	0.0	0.0	0.0	0.00	0.01
NMVOC	5D2	0.01	0.00	1%	150%	150.0%	0.00%	0.0	0.0	0.0	0.01	0.00
NMVOC	**TOTAL**	**268.24**	**160.93**	4.7%	29.4%	**29.8%**	**8.9%**	-	-	-	-	**2.5%**

Table G-6: Uncertainty estimation of SO_2 emissions 1990 and 2023

Pollutant	NFR	Base year emissions (ton)	Year 2023 emissions (ton)	AD uncertainty (%)	EF uncertainty (%)	Combined uncertainty_1 (%)	Combined uncertainty_2 (%)	Type A Sensitivity (%)	Type B Sensitivity (%)	Unc introduced by EF Unc	Unc introduced by AD Unc	Uncertainty introduced
SO2	1A1a	180.93	13.19	1%	20%	20.0%	0.41%	7.0	0.0	7.0	180.93	13.19
SO2	1A1b	18.80	0.15	1%	20%	20.0%	0.00%	0.0	0.0	0.0	18.80	0.15
SO2	1A2a	0.23	0.00	2%	20%	20.1%	0.00%	0.0	0.0	0.0	0.23	0.00
SO2	1A2c	14.19	0.07	2%	20%	20.1%	0.00%	0.0	0.0	0.0	14.19	0.07
SO2	1A2d	16.64	10.33	2%	20%	20.1%	0.25%	4.3	0.0	4.3	16.64	10.33
SO2	1A2e	12.99	0.44	5%	20%	20.6%	0.00%	0.0	0.0	0.0	12.99	0.44
SO2	1A2f	8.04	5.51	2%	20%	20.1%	0.07%	1.2	0.0	1.2	8.04	5.51
SO2	1A2gvii	0.44	0.00	10%	20%	22.4%	0.00%	0.0	0.0	0.0	0.44	0.00
SO2	1A2gviii	26.05	0.82	5%	20%	20.6%	0.00%	0.0	0.0	0.0	26.05	0.82
SO2	1A3ai(i)	0.03	0.11	2%	40%	40.0%	0.00%	0.0	0.0	0.0	0.03	0.11
SO2	1A3aii(i)	0.02	0.04	2%	40%	40.0%	0.00%	0.0	0.0	0.0	0.02	0.04
SO2	1A3bi	3.33	0.06	2%	20%	20.1%	0.00%	0.0	0.0	0.0	3.33	0.06
SO2	1A3bii	3.44	0.02	2%	20%	20.1%	0.00%	0.0	0.0	0.0	3.44	0.02
SO2	1A3biii	6.43	0.02	2%	20%	20.1%	0.00%	0.0	0.0	0.0	6.43	0.02
SO2	1A3biv	0.21	0.00	2%	20%	20.1%	0.00%	0.0	0.0	0.0	0.21	0.00
SO2	1A3c	0.34	0.00	2%	40%	40.0%	0.00%	0.0	0.0	0.0	0.34	0.00
SO2	1A3dii	3.54	2.10	2%	40%	40.0%	0.04%	0.7	0.0	0.7	3.54	2.10
SO2	1A4ai	4.81	0.21	10%	20%	22.4%	0.00%	0.0	0.0	0.0	4.81	0.21
SO2	1A4aii	0.01	0.00	25%	20%	32.0%	0.00%	0.0	0.0	0.0	0.01	0.00
SO2	1A4bi	0.77	0.38	10%	20%	22.4%	0.00%	0.0	0.0	0.0	0.77	0.38
SO2	1A4bii	0.01	0.00	25%	20%	32.0%	0.00%	0.0	0.0	0.0	0.01	0.00
SO2	1A4ci	1.52	0.01	10%	20%	22.4%	0.00%	0.0	0.0	0.0	1.52	0.01
SO2	1A4cii	0.01	0.00	10%	20%	22.4%	0.00%	0.0	0.0	0.0	0.01	0.00
SO2	1A4ciii	0.76	0.00	10%	20%	22.4%	0.00%	0.0	0.0	0.0	0.76	0.00
SO2	1A5b	0.03	0.01	1%	40%	40.0%	0.00%	0.0	0.0	0.0	0.03	0.01
SO2	1B2aiv	0.34	2.37	1%	125%	125.0%	0.51%	8.7	0.0	8.7	0.34	2.37
SO2	1B2c	0.15	0.05	1%	125%	125.0%	0.00%	0.0	0.0	0.0	0.15	0.05
SO2	2B6	NO	0.00	20%	125%	126.6%	0.00%	0.0	0.0	0.0	NO	0.00

Pollutant	NFR	Base year emissions (ton)	Year 2023 emissions (ton)	AD uncertainty (%)	EF uncertainty (%)	Combined uncertainty_1 (%)	Combined uncertainty_2 (%)	Type A Sensitivity (%)	Type B Sensitivity (%)	Unc introduced by EF Unc	Unc introduced by AD Unc	Uncertainty introduced
SO2	2B10a	7.84	0.70	20%	150%	151.3%	0.07%	1.1	0.0	1.1	7.84	0.70
SO2	2C1	0.02	0.12	1%	125%	125.0%	0.00%	0.0	0.0	0.0	0.02	0.12
SO2	2C5	0.06	0.16	20%	150%	151.3%	0.00%	0.1	0.0	0.1	0.06	0.16
SO2	2C7a	0.00	0.00	20%	150%	151.3%	0.00%	0.0	0.0	0.0	0.00	0.00
SO2	2G	0.00	0.00	20%	125%	126.6%	0.00%	0.0	0.0	0.0	0.00	0.00
SO2	2H1	4.55	4.36	1%	40%	40.0%	0.18%	3.0	0.0	3.0	4.55	4.36
SO2	3F	0.04	0.03	1%	200%	200.0%	0.00%	0.0	0.0	0.0	0.04	0.03
SO2	5A	NA	0.00	13%	40%	42.4%	0.00%	0.0	0.0	0.0	NA	0.00
SO2	5C1bi	0.00	0.00	18%	495%	495.3%	0.00%	0.0	0.0	0.0	0.00	0.00
SO2	5C1biii	0.01	0.00	10%	37%	38.0%	0.00%	0.0	0.0	0.0	0.01	0.00
SO2	5C1bv	0.00	0.00	5%	495%	495.0%	0.00%	0.0	0.0	0.0	0.00	0.00
SO2	**TOTAL**	**317.73**	**41.39**	0.8%	12.4%	**12.4%**	**1.5%**	-	-	-	-	**41.39**

Table G-7: Uncertainty estimation of NH_3 emissions 1990 and 2023

Pollutant	NFR	Base year emissions (ton)	Year 2023 emissions (ton)	AD uncertainty (%)	EF uncertainty (%)	Combined uncertainty_1 (%)	Combined uncertainty_2 (%)	Type A Sensitivity (%)	Type B Sensitivity (%)	Unc introduced by EF Unc	Unc introduced by AD Unc	Uncertainty introduced
NH3	1A1a	NE	0.01	1%	1000%	1000.0%	0.00%	0.0	0.0	0.0	NE	0.01
NH3	1A2c	NE	0.00	2%	1000%	1000.0%	0.00%	0.0	0.0	0.0	NE	0.00
NH3	1A2d	NE	0.00	5%	1000%	1000.0%	0.00%	0.0	0.0	0.0	NE	0.00
NH3	1A2e	0.56	0.38	2%	1000%	1000.0%	0.46%	14.3	0.0	14.3	0.56	0.38
NH3	1A2f	0.00	0.00	10%	1000%	1000.0%	0.00%	0.0	0.0	0.0	0.00	0.00
NH3	1A2gvii	NE	0.00	5%	1000%	1000.0%	0.00%	0.0	0.0	0.0	NE	0.00
NH3	1A2gviii	0.04	0.71	2%	1000%	1000.0%	1.61%	50.4	0.0	50.4	0.04	0.71
NH3	1A3bi	0.01	0.05	2%	1000%	1000.0%	0.01%	0.3	0.0	0.3	0.01	0.05
NH3	1A3bii	0.01	0.04	2%	1000%	1000.0%	0.00%	0.2	0.0	0.2	0.01	0.04
NH3	1A3biii	0.00	0.00	2%	1000%	1000.0%	0.00%	0.0	0.0	0.0	0.00	0.00
NH3	1A3biv	0.00	0.00	2%	1000%	1000.0%	0.00%	0.0	0.0	0.0	0.00	0.00
NH3	1A3c	NO	0.00	10%	1000%	1000.0%	0.00%	0.0	0.0	0.0	NO	0.00
NH3	1A4ai	0.43	0.21	10%	1000%	1000.0%	0.13%	4.2	0.0	4.2	0.43	0.21
NH3	1A4bi	0.00	0.00	25%	1000%	1000.3%	0.00%	0.0	0.0	0.0	0.00	0.00
NH3	1A4bii	NA	0.00	10%	1000%	1000.0%	0.00%	0.0	0.0	0.0	NA	0.00
NH3	1A4ci	0.00	0.00	10%	1000%	1000.0%	0.00%	0.0	0.0	0.0	0.00	0.00
NH3	1A4cii	NA	0.08	1%	1000%	1000.0%	0.02%	0.7	0.0	0.7	NA	0.08
NH3	1B2aiv	0.01	0.39	5%	1000%	1000.0%	0.47%	14.9	0.0	14.9	0.01	0.39
NH3	1B2d	IE	0.00	1%	125%	125.0%	0.00%	0.0	0.0	0.0	IE	0.00
NH3	2A3	0.01	0.01	1%	40%	40.0%	0.00%	0.0	0.0	0.0	0.01	0.01
NH3	2B2	1.60	0.91	20%	150%	151.3%	0.06%	1.9	0.0	1.9	1.60	0.91
NH3	2B10a	0.01	0.00	20%	150%	151.3%	0.00%	0.0	0.0	0.0	0.01	0.00
NH3	2D3g	0.02	0.08	20%	125%	126.6%	0.00%	0.0	0.0	0.0	0.02	0.08
NH3	2G	7.01	5.07	1%	200%	200.0%	3.27%	102.7	0.0	102.7	7.01	5.07
NH3	3B1a	2.51	2.07	1%	200%	200.0%	0.55%	17.1	0.0	17.1	2.51	2.07
NH3	3B1b	1.37	0.46	1%	200%	200.0%	0.03%	0.9	0.0	0.9	1.37	0.46
NH3	3B2	8.28	5.90	1%	200%	200.0%	4.44%	139.4	0.0	139.4	8.28	5.90
NH3	3B3	0.28	0.07	1%	200%	200.0%	0.00%	0.0	0.0	0.0	0.28	0.07

Pollutant	NFR	Base year emissions (ton)	Year 2023 emissions (ton)	AD uncertainty (%)	EF uncertainty (%)	Combined uncertainty_1 (%)	Combined uncertainty_2 (%)	Type A Sensitivity (%)	Type B Sensitivity (%)	Unc introduced by EF Unc	Unc introduced by AD Unc	Uncertainty introduced
NH3	3B4d	0.16	0.15	1%	200%	200.0%	0.00%	0.1	0.0	0.1	0.16	0.15
NH3	3B4e	0.56	0.01	1%	200%	200.0%	0.00%	0.0	0.0	0.0	0.56	0.01
NH3	3B4f	1.61	2.35	1%	200%	200.0%	0.71%	22.2	0.0	22.2	1.61	2.35
NH3	3B4gi	3.16	5.66	1%	200%	200.0%	4.08%	128.1	0.0	128.1	3.16	5.66
NH3	3B4gii	0.69	1.13	1%	200%	200.0%	0.16%	5.1	0.0	5.1	0.69	1.13
NH3	3B4giii	0.31	0.60	1%	200%	200.0%	0.05%	1.4	0.0	1.4	0.31	0.60
NH3	3B4giv	1.16	0.57	1%	200%	200.0%	0.04%	1.3	0.0	1.3	1.16	0.57
NH3	3B4h	9.20	4.03	1%	200%	200.0%	2.07%	64.9	0.0	64.9	9.20	4.03
NH3	3Da1	14.56	12.58	1%	200%	200.0%	20.16%	632.6	0.0	632.5	14.56	12.58
NH3	3Da2a	0.04	0.05	1%	200%	200.0%	0.00%	0.0	0.0	0.0	0.04	0.05
NH3	3Da2b	NA	0.09	1%	200%	200.0%	0.00%	0.0	0.0	0.0	NA	0.09
NH3	3Da2c	6.33	10.36	1%	200%	200.0%	13.69%	429.6	0.0	429.6	6.33	10.36
NH3	3Da3	0.33	0.24	1%	200%	200.0%	0.01%	0.2	0.0	0.2	0.33	0.24
NH3	3F	0.77	1.06	13%	72%	73.3%	0.02%	0.6	0.0	0.6	0.77	1.06
NH3	5A	0.03	0.03	14%	126%	126.7%	0.00%	0.0	0.0	0.0	0.03	0.03
NH3	5B1	NO	0.10	14%	89%	90.6%	0.00%	0.0	0.0	0.0	NO	0.10
NH3	5B2	0.00	0.00	10%	200%	200.2%	0.00%	0.0	0.0	0.0	0.00	0.00
NH3	5C1biii	NE	0.01	1%	1000%	1000.0%	0.00%	0.0	0.0	0.0	NE	0.01
NH3	**TOTAL**	**67.62**	**56.02**	0.5%	72.1%	**72.1%**	**52.0%**	-	-	-	-	**7.0%**

Table G-8: Uncertainty estimation of $PM_{2.5}$ emissions 1990 and 2023

Pollutant	NFR	Base year emissions (ton)	Year 2023 emissions (ton)	AD uncertainty (%)	EF uncertainty (%)	Combined uncertainty_1 (%)	Combined uncertainty_2 (%)	Type A Sensitivity (%)	Type B Sensitivity (%)	Unc introduced by EF Unc	Unc introduced by AD Unc	Uncertainty introduced
PM2.5	1A1a	2.47	1.19	1%	125%	125.0%	0.11%	2.2	0.0	2.2	2.47	1.19
PM2.5	1A1b	0.13	0.02	1%	125%	125.0%	0.00%	0.0	0.0	0.0	0.13	0.02
PM2.5	1A2a	0.02	0.00	2%	125%	125.0%	0.00%	0.0	0.0	0.0	0.02	0.00
PM2.5	1A2c	0.33	0.02	2%	125%	125.0%	0.00%	0.0	0.0	0.0	0.33	0.02
PM2.5	1A2d	0.90	0.92	2%	125%	125.0%	0.07%	1.3	0.0	1.3	0.90	0.92
PM2.5	1A2e	0.41	0.06	5%	125%	125.1%	0.00%	0.0	0.0	0.0	0.41	0.06
PM2.5	1A2f	2.77	3.90	2%	125%	125.0%	1.21%	23.8	0.0	23.7	2.77	3.90
PM2.5	1A2gvii	0.16	0.12	10%	125%	125.4%	0.00%	0.0	0.0	0.0	0.16	0.12
PM2.5	1A2gviii	0.81	0.39	5%	125%	125.1%	0.01%	0.2	0.0	0.2	0.81	0.39
PM2.5	1A3ai(i)	0.39	1.39	2%	200%	200.0%	0.40%	7.7	0.0	7.7	0.39	1.39
PM2.5	1A3aii(i)	0.23	0.51	2%	200%	200.0%	0.05%	1.0	0.0	1.0	0.23	0.51
PM2.5	1A3bi	0.63	0.91	2%	125%	125.0%	0.07%	1.3	0.0	1.3	0.63	0.91
PM2.5	1A3bii	2.21	0.92	2%	125%	125.0%	0.07%	1.3	0.0	1.3	2.21	0.92
PM2.5	1A3biii	1.90	0.22	2%	125%	125.0%	0.00%	0.1	0.0	0.1	1.90	0.22
PM2.5	1A3biv	0.61	0.04	2%	125%	125.0%	0.00%	0.0	0.0	0.0	0.61	0.04
PM2.5	1A3bvi	0.51	0.91	2%	125%	125.0%	0.07%	1.3	0.0	1.3	0.51	0.91
PM2.5	1A3bvii	0.19	0.40	2%	125%	125.0%	0.01%	0.2	0.0	0.2	0.19	0.40
PM2.5	1A3c	0.08	0.01	2%	200%	200.0%	0.00%	0.0	0.0	0.0	0.08	0.01
PM2.5	1A3dii	0.38	0.42	2%	200%	200.0%	0.04%	0.7	0.0	0.7	0.38	0.42
PM2.5	1A4ai	0.02	0.09	10%	200%	200.2%	0.00%	0.0	0.0	0.0	0.02	0.09
PM2.5	1A4aii	0.00	0.00	25%	200%	201.6%	0.00%	0.0	0.0	0.0	0.00	0.00
PM2.5	1A4bi	37.53	18.36	10%	200%	200.2%	69.11%	1,352.2	3.4	1,348.8	37.53	18.36
PM2.5	1A4bii	0.02	0.00	25%	200%	201.6%	0.00%	0.0	0.0	0.0	0.02	0.00
PM2.5	1A4ci	0.10	0.17	10%	200%	200.2%	0.01%	0.1	0.0	0.1	0.10	0.17
PM2.5	1A4cii	0.19	0.29	10%	200%	200.2%	0.02%	0.3	0.0	0.3	0.19	0.29
PM2.5	1A4ciii	0.11	0.05	10%	200%	200.2%	0.00%	0.0	0.0	0.0	0.11	0.05
PM2.5	1A5b	0.30	0.15	1%	200%	200.0%	0.00%	0.1	0.0	0.1	0.30	0.15
PM2.5	1B2aiv	NE	0.13	1%	200%	200.0%	0.00%	0.1	0.0	0.1	NE	0.13

Pollutant	NFR	Base year emissions (ton)	Year 2023 emissions (ton)	AD uncertainty (%)	EF uncertainty (%)	Combined uncertainty_1 (%)	Combined uncertainty_2 (%)	Type A Sensitivity (%)	Type B Sensitivity (%)	Unc introduced by EF Unc	Unc introduced by AD Unc	Uncertainty introduced
PM2.5	1B2c	0.00	0.00	1%	200%	200.0%	0.00%	0.0	0.0	0.0	0.00	0.00
PM2.5	2A2	0.19	0.38	1%	125%	125.0%	0.01%	0.2	0.0	0.2	0.19	0.38
PM2.5	2A3	0.12	0.39	1%	125%	125.0%	0.01%	0.2	0.0	0.2	0.12	0.39
PM2.5	2A5a	0.36	0.25	20%	150%	151.3%	0.01%	0.1	0.0	0.1	0.36	0.25
PM2.5	2A5b	0.46	0.22	20%	150%	151.3%	0.01%	0.1	0.0	0.1	0.46	0.22
PM2.5	2A5c	0.03	0.04	20%	125%	126.6%	0.00%	0.0	0.0	0.0	0.03	0.04
PM2.5	2B6	NO	0.00	20%	125%	126.6%	0.00%	0.0	0.0	0.0	NO	0.00
PM2.5	2B10a	1.22	1.03	20%	150%	151.3%	0.12%	2.4	0.0	2.4	1.22	1.03
PM2.5	2C1	0.05	0.04	1%	125%	125.0%	0.00%	0.0	0.0	0.0	0.05	0.04
PM2.5	2C3	0.00	0.00	20%	150%	151.3%	0.00%	0.0	0.0	0.0	0.00	0.00
PM2.5	2C5	0.00	0.00	20%	150%	151.3%	0.00%	0.0	0.0	0.0	0.00	0.00
PM2.5	2C7a	0.00	0.00	20%	150%	151.3%	0.00%	0.0	0.0	0.0	0.00	0.00
PM2.5	2C7d	0.00	0.00	20%	125%	126.6%	0.00%	0.0	0.0	0.0	0.00	0.00
PM2.5	2D3b	0.08	0.06	20%	125%	126.6%	0.00%	0.0	0.0	0.0	0.08	0.06
PM2.5	2D3c	0.00	0.00	20%	150%	151.3%	0.00%	0.0	0.0	0.0	0.00	0.00
PM2.5	2D3i	0.12	0.08	20%	125%	126.6%	0.00%	0.0	0.0	0.0	0.12	0.08
PM2.5	2G	0.12	0.51	20%	125%	126.6%	0.02%	0.4	0.0	0.4	0.12	0.51
PM2.5	2H1	3.27	6.68	1%	125%	125.0%	3.56%	69.7	0.0	69.7	3.27	6.68
PM2.5	3B1a	0.11	0.06	1%	1000%	1000.0%	0.02%	0.3	0.0	0.3	0.11	0.06
PM2.5	3B1b	0.04	0.02	1%	1000%	1000.0%	0.00%	0.0	0.0	0.0	0.04	0.02
PM2.5	3B2	0.01	0.00	1%	1000%	1000.0%	0.00%	0.0	0.0	0.0	0.01	0.00
PM2.5	3B3	0.01	0.01	1%	1000%	1000.0%	0.00%	0.0	0.0	0.0	0.01	0.01
PM2.5	3B4d	0.00	0.00	1%	1000%	1000.0%	0.00%	0.0	0.0	0.0	0.00	0.00
PM2.5	3B4e	0.00	0.00	1%	1000%	1000.0%	0.00%	0.0	0.0	0.0	0.00	0.00
PM2.5	3B4f	0.01	0.00	1%	1000%	1000.0%	0.00%	0.0	0.0	0.0	0.01	0.00
PM2.5	3B4gi	0.03	0.05	1%	1000%	1000.0%	0.01%	0.2	0.0	0.2	0.03	0.05
PM2.5	3B4gii	0.04	0.06	1%	1000%	1000.0%	0.02%	0.4	0.0	0.4	0.04	0.06
PM2.5	3B4giii	0.08	0.13	1%	1000%	1000.0%	0.09%	1.7	0.0	1.7	0.08	0.13
PM2.5	3B4giv	0.03	0.07	1%	1000%	1000.0%	0.02%	0.4	0.0	0.4	0.03	0.07

Pollutant	NFR	Base year emissions (ton)	Year 2023 emissions (ton)	AD uncertainty (%)	EF uncertainty (%)	Combined uncertainty_1 (%)	Combined uncertainty_2 (%)	Type A Sensitivity (%)	Type B Sensitivity (%)	Unc introduced by EF Unc	Unc introduced by AD Unc	Uncertainty introduced
PM2.5	3B4h	0.00	0.00	1%	1000%	1000.0%	0.00%	0.0	0.0	0.0	0.00	0.00
PM2.5	3Dc	0.06	0.02	1%	1000%	1000.0%	0.00%	0.0	0.0	0.0	0.06	0.02
PM2.5	3F	0.75	0.55	1%	1000%	1000.0%	1.57%	30.7	0.0	30.7	0.75	0.55
PM2.5	5A	0.00	0.00	13%	242%	242.2%	0.00%	0.0	0.0	0.0	0.00	0.00
PM2.5	5C1bi	0.00	0.00	18%	1245%	1245.1%	0.00%	0.0	0.0	0.0	0.00	0.00
PM2.5	5C1biii	0.01	0.00	10%	1000%	1000.0%	0.00%	0.0	0.0	0.0	0.01	0.00
PM2.5	5C1bv	0.00	0.00	5%	495%	495.0%	0.00%	0.0	0.0	0.0	0.00	0.00
PM2.5	5E	1.27	0.73	25%	87%	90.5%	0.02%	0.4	0.0	0.4	1.27	0.73
PM2.5	**TOTAL**	**63.84**	**44.23**	**4.2%**	**87.5%**	**87.6%**	**76.7%**	-	-	-	-	**8.5%**