

# TFEIP User Engagement

## Specific questions on how to interpret Guidebook information and how to report gridded emissions

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# Completeness of reporting / memo-items

- Memo-items are reported as part of NFR
- Specific GNFR categories for memo-items
  - O\_AviCruise (1A3ai(ii), 1A3aii(ii))
  - P\_IntShipping (1A3di(i))
  - Z\_Memo (1A5c, 6B)
  - N\_Natural (11A, 11B, 11C)
- How to deal with emissions when happening outside the geographical scope of the country? E.g. Aviation
  - All flights originating and/or departing from country? (*double counting?*)
  - All flights above own area (incl. overpassing)?

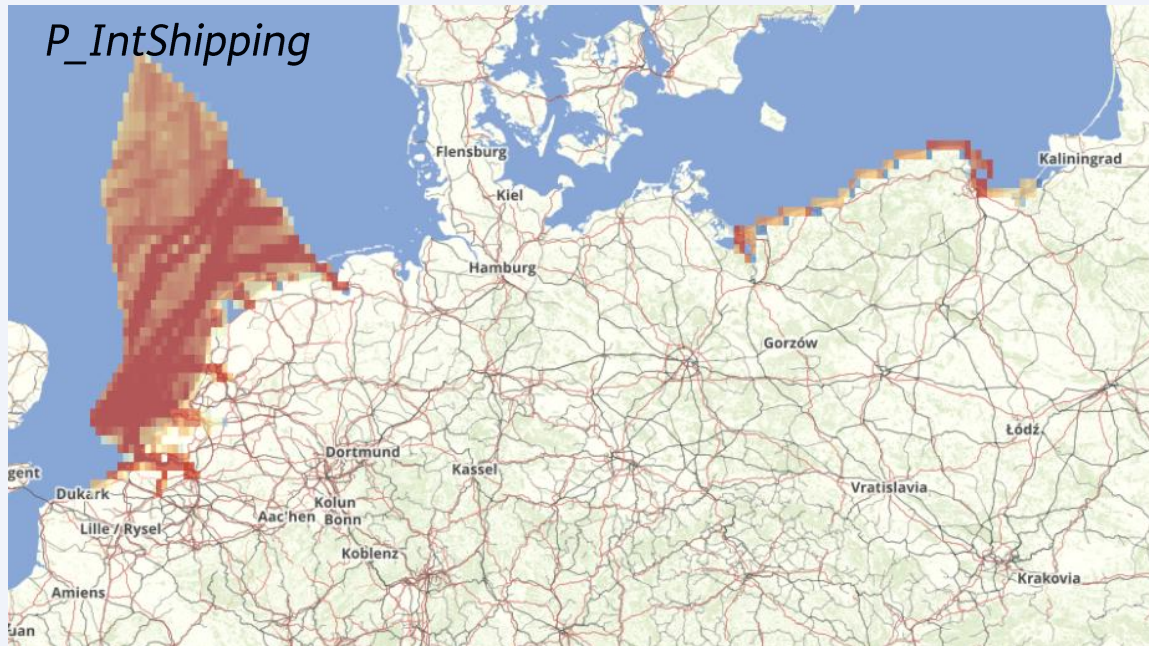
- 1A3ai(ii) International aviation cruise (civil)
- 1A3aii(ii) Domestic aviation cruise (civil)
- 1A3di(i) International maritime navigation
- 1A5c Multilateral operations
- 6B Other not included in national total of the entire territory (please specify in the IIR)
- 11A Volcanoes
- 11B Forest fires
- 11C Other natural emissions (please specify in the IIR)

28. Emission data calculated by Parties within the geographic scope of EMEP shall be spatially allocated in the EMEP grid as defined in paragraph 14 above. Spatially allocated emissions (gridded data) may be calculated using national data sets appropriate to each Gridding NFR (GNFR) source category (as defined in annex V to these Guidelines) in accordance with the EMEP/EEA Guidebook. The sum of the emissions reported in the GNFR gridded data sets should be consistent with the data reported in the national emission inventory (NFR) tables.

29. As far as possible, reported LPS data (as defined in para. 9 above) should be consistent with emissions data reported in the national emission inventory and with that available under the United Nations Economic Commission for Europe (ECE) Protocol on Pollutant Release and Transfer Registers to the Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters and relevant European Union legislation (e.g., the E-PRTR).

# Current situation

- 2023 emissions (2025 submissions of gridded data)
- Only few countries report these data
- Approaches seem to be very different
- Need for harmonisation / guidance?



# Fuel sold / fuel used in gridded data

- Main emission inventories based on fuel sold, but possible to report based on fuel used
- No specific guidance on how to report road transport emissions in gridded data (fuel used / fuel sold)
- Fuel used likely more suitable for modelling applications => but inconsistent approaches could also cause (limited) under/overestimations of overall European emissions
- *Suggested solution:* Both are OK as long as **the approach taken is clearly specified in the IIR**

22. For emissions from transport, all Parties should calculate emissions consistent with national energy balances reported to Eurostat or the International Energy Agency. Emissions from road vehicle transport should therefore be calculated on the basis of the fuel sold in the Party concerned. In addition, Parties may voluntarily calculate emissions from road vehicles based on fuel used or km driven in the geographic area of the Party. The method for the estimate(s) should be clearly specified in the IIR.

# Consistency between gridded & LPS data

- Gridded data should be consistent with NFR tables
- LPS data should - *as far as possible* - be consistent with the national emission inventory and with E-PRTR
- Different approaches in different Parties
  - Integrated system including point sources for national & facility level reporting => consistency possible
  - Different data streams for national inventory and facility level data => difficult to achieve full consistency

## Guidelines for Reporting Emissions and Projections Data under the Convention on Long-range Transboundary Air Pollution

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