

Declaration on consistent reporting of Approved Adjustments

Country: FINLAND

Date of submission: 15 February 2017

Adjustments approved in 2015 for the years 2010-2013

Herewith Finland declares that the methods used for the calculation of ammonia emissions for the years 2010-2015 are the same for NFR sectors 1A4ai, 1A4bi, 1A4ci, 1A3bi, 1A3bii, 1A3biii and 1A3biv as in the year the adjustments for these NFR sectors were approved.

Corrections due to revised official energy statistics and publication of the new version of the EMEP EEA Emission Inventory Guidebook in 2016 are explained on pages 2-3. Detailed information and the calculation sheets for the corrected inventory and adjustment will be annexed to Finland's IIR 2017 which will be submitted by 15 March 2017.

Comparison of accepted adjustments by NFR category and the calculated adjustments in the 2017 submission are presented in Table 1.

Table 1. Comparison of accepted adjustments by NFR category and the calculated adjustments in the 2017 submission

NH3 (kt)	2010		2011		2012		2013		2014	
(A) accepted 2015 (B) recalculated 2017	A	B	A	B	A	B	A	B	A	B
National total	38.246	38.151	37.450	37.356	37.318	37.086	37.283	37.074	NA	36.919
<i>Adjustment: Small combustion</i>	-0.531	-0.479	-0.413	-0.372	-0.507	-0.391	-0.462	-0.340	NA	-0.353
<i>Adjustment: Transport</i>	-1.52	-1.375	-1.44	-1.264	-1.34	-1.152	-1.26	-1.067	NA	-0.990
<i>Sum of adjustments</i>	-2.05	-1.854	-1.85	-1.637	-1.85	-1.543	-1.72	-1.407	NA	-1.342
National total for compliance	35.745	36.149	35.597	35.549	35.471	35.354	35.561	35.471	NA	35.350
NH3 (kt)	2015		2016		2017		2018		2019	
(C) accepted 2015 (D) recalculated 2016	A	B	A	B	A	B	A	B	A	B
National total	NA	xxx	NA		NA		NA		NA	
<i>Adjustment: Small combustion</i>	NA	-0.339	NA		NA		NA		NA	
<i>Adjustment: Transport</i>	NA	-0.906	NA		NA		NA		NA	
<i>Sum of adjustments</i>	NA	-1.245	NA		NA		NA		NA	
National total for compliance	NA	xxx	NA		NA		NA		NA	

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1. Activity data correction for NFRs 1A2gvii, 1A4ai, 1A4bi and 1A4ci (Small combustion)

Changes made in the submission 2016

The approved adjustment for NFR 1A2gviii was deleted due to correction of activity data. The correction resulted in recalculation of the shares of wood in the 13 small scale wood combustion equipment in NFR 1A4 sectors because the shares in the approved adjustments were calculated from combined wood use in NFR 1A2gviii and in NFR 1A4 sectors. The correction resulted in decreased emissions and adjustments in NFR 1A4 categories.

Changes made in the submission 2017

The latest official Energy Statistics, available at http://tilastokeskus.fi/til/asen/index_en.html, has been used for the calculation of emissions and adjustments for 2015 as well as for the earlier years 2010-2014.

2. Emission factor correction for NFRs 1A3bi, 1A3bii, 1A3biii and 1A3biv (Road transportation)

Changes made in the submission 2017

Emission factors were revised according to the EMEP EEA Emission Inventory Guidebook 2016, the latest version that should be used in the inventories. In the previous submissions emission factors from the Guidebook version 2013 were used. The corrections to emission factors in the 2017 submission are listed in Table 2.

Table 2. Corrected emission factors for road transportation in the 2017 submission.

NFR	Type of car	European emission standard	EF in 2016 Guidebook [mg/km]	Previously used EFs	
				EF [kg/km]	Reference
1A3bi	Passenger cars, diesel	EURO5	1.9	1	Expert estimate based on EMEP/EEA 2013 Guidebook
1A3bi	Passenger cars, diesel	EURO6	1.9	1	Expert estimate based on EMEP/EEA 2013 Guidebook
1A3bi	Passenger cars, gasoline	EURO4	12.3	34.1	Expert estimate based on EMEP/EEA 2013 Guidebook
1A3bi	Passenger cars, gasoline	EURO5	12.3	34.1	Expert estimate based on EMEP/EEA 2013 Guidebook
1A3bii	Vans, diesel	EURO0	1.2	1	Same EF assumed as for diesel passenger cars
1A3bii	Vans, diesel	EURO1	1.2	1	Same EF assumed as for diesel passenger cars
1A3bii	Vans, diesel	EURO2	1.2	1	Same EF assumed as for diesel passenger cars
1A3bii	Vans, diesel	EURO3	1.2	1	Same EF assumed as for diesel passenger cars
1A3bii	Vans, diesel	EURO4	1.2	1	Same EF assumed as for diesel passenger cars
1A3bii	Vans, diesel	EURO5	1.9	1	Same EF assumed as for diesel passenger cars
1A3bii	Vans, gasoline	EURO0	2.5	2	Same EF assumed as for gasoline passenger cars
1A3bii	Vans, gasoline	EURO1	75.8	92.2	Same EF assumed as for gasoline passenger cars
1A3bii	Vans, gasoline	EURO2	91	104.3	Same EF assumed as for gasoline passenger cars
1A3bii	Vans, gasoline	EURO3	30.2	34.2	Same EF assumed as for gasoline passenger cars
1A3bii	Vans, gasoline	EURO4	30.2	34.1	Same EF assumed as for gasoline passenger cars
1A3bii	Vans, gasoline	EURO5	12.3	34.1	Same EF assumed as for gasoline passenger cars
1A3biii	Lorries without trailer, diesel	EURO5	11	2.9	Expert estimate based on EMEP/EEA 2013 Guidebook
1A3biii	Lorries without trailer, diesel	EURO6	11	2.9	Expert estimate based on EMEP/EEA 2013 Guidebook
1A3biii	Lorries with trailer, diesel	EURO5	11	2.9	Expert estimate based on EMEP/EEA 2013 Guidebook
1A3biii	Lorries with trailer, diesel	EURO6	11	2.9	Expert estimate based on EMEP/EEA 2013 Guidebook
1A3biii	Busses, diesel	EURO5	11	2.9	Expert estimate based on EMEP/EEA 2013 Guidebook
1A3biii	Busses, diesel	EURO6	11	2.9	Expert estimate based on EMEP/EEA 2013 Guidebook