Air emissions accounts (AEA)

Quality report for September 2016 data transmission

Country: The Netherlands Date: 26-9-2017

Contact person: Wai King Meijer-Cheung; wk.meijer-cheung@cbs.nl

*Please fill in this template and return it to Eurostat by **30 September 2017** together with the completed 2016 AEA questionnaire. Both files should be sent using eDAMIS. Please ensure that the following information is entered in eDAMIS:*

Domain name: ENVPFLAC
Data set name: ENVPFLAC_AEA_A
End of the (mandatory) reference period: 2015

Please write in English. Please limit the length of your report to six pages.

Under each point please focus on changes compared to the last year's quality report (e.g. changes in methodology, data availability, new IPCC inventory guidelines for GHG inventory, etc.).

Relevance

The European Parliament and Council decided air emission accounts shall be provided, through Regulation (EU) No 691/2011 on European environmental accounts.

Air emissions accounts present emissions of 14 different gases originating from 64 industries and from households. Linked to input-output tables, they provide a powerful analytical tool.

These EU accounts are consistent with the System of Environmental-Economic Accounting – Central Framework adopted by the United Nations Statistical Commission as a world-level statistical standard in March 2012.

Who are the main users of air emissions accounts data at national level?

Main users are policy researchers, modellers in energy and climate research, input-Output researchers and analysts.

In your country, how much policy need is there for AEA data?

Substantial need in order to monitor whether there is progress in air emissions reduction in relation to economic activities.

Timeliness and punctuality

The Regulation requires air emissions accounts to be provided by 30 September every year.

The Netherlands transmitted the data to Eurostat on *27-9-2017,* covering the years *1995-2016*

When required complete time series 1990 – 2016 can be supplied. Data is based on the NACE Rev.2. break down.

When was the data ready nationally?

The national AEA dataset of 1990-2016 was ready September 22nd 2017.

Accessibility and clarity

Data will be made available on Eurostat's web site as soon as possible after checking.

Please add whether and when you publish AEA data nationally - if so where and if not why not.

We will publish this data in our statistical database 'StatLine' in October 2016.

-*Dutch Air Emission Accounts (AEAs) - figures (database)*

There are a couple of overviews and descriptions which also will be updated with the 2016 data, on the website 'Compendium voor de leefomgeving' which is a shared platform containing data about nature and environment of Statistics Netherlands, Netherlands Environmental Assessment Agency and Wageningen University.

http://www.clo.nl/

http://www.clo.nl/indicatoren/nl0170-de-co2-emissie-verklaard

Accuracy, comparability and coherence

Approach used to compile air emissions accounts:

☑ *inventory-first* ☑ *energy-first* ☐ *other (please specify):*

For emissions from stationary sources we use the national emission inventory.

For emissions from mobile sources for the different transport modes we use either inventory-first or energy-first approach depending on which method leads to the best compilation quality.

Please provide a description of the methods you use in compiling AEA, in particular:

1) Describe the sources of data such as emissions inventories and basic data on energy, transport, agriculture, etc.

The principle data source for emissions is the national emission inventory (stationary sources and mobile sources). In addition we use traffic performance data for road transport broken down to types of transport. Also for inland navigation we use performance data. Data from the energy statistics /accounts and national accounts is used for transport by air and transport by sea. And we use emission factors obtained from the emission inventory and auxiliary sources such as year reports from airports and carriers.

2) How are the source data allocated to economic activities (NACE A*64)?

The principle data source for emissions from stationary sources is the national emission inventory. This database provides emissions for all required gases and by different sectors and is already in a NACE classification.

For road transport the traffic performance data is provided at NACE level and used as allocation key (new data source). For air travel, inland shipping and marine vessels the allocating to according economic activity is straight forward, as source data is mainly related to one NACE group.

For mobile equipment's the emission from national inventory is already in a NACE classification. For the further breakdown to NACE A*64, national accounts production data is used as auxiliary data.

3) How do you determine and distribute road transport emissions by NACE*64?

National inventory of road transport is broken down to types of transport. Traffic performance of road transport is also broken down to types of transport and in a NACE level. This data is used as auxiliary data in assigning road transport emissions to NACE*64.

4) How do you adjust for the residence principle (i.e. for **residents abroad** adding emissions from land transport, water transport and air transport. For **non-residents on the territory** deducting emissions from land transport, water transport and air transport.)?

Stationary sources are considered to be equal for both the territory and nation's economic activity and require no adjustment.

For road transport the inventory-first method is used because of the availability of more detail road traffic performances data. The starting point is the national inventory data and bridging items are compiled with traffic performance data as auxiliary data.

For air transport, the residential fuel use and emissions are based on the dominating figures by our main national carrier (Air France - KLM with figures for the residential part (KLM – subsidiary). Corrections are made in combination with data of 'actual emissions' from the territory obtained by emission inventory.

For inland navigation we use national statistics on mileage of (i) residential inland vessels inland and (ii) outside territory and (iii) mileage of non-residential vessels at the territory as auxiliary data with the national inventory data. The first (i) and second (ii) item provides the

total residential figures for fuel use and emission. The second (ii) and third item (iii) form the bridging items to get from the territory (i & iii), to the residential figures for fuel use and emissions.

For marine shipping we start from the business register which shows the companies that exploit sea vessels. This information is combined with production statistics with as a result intermediary use and for example fuel use monetarily. These monetary figures in NA, combined with fuel price information per fuel type (HFO / MFO), provides us with physical fuel supply and use. This is derived for the different fuel types. For the impact of bunkering additional confrontations are made, i.e. with energy statistics (energy balance), emission inventory data, etcetera. As energy accounts data was not available from 2014 onwards, national accounts production and used data has been used as auxiliary data.

5) Do you recalculate data for years before 2008 in NACE Rev 2? If so, for which years and how?

Yes every year we recalculate the full time series of AEA from 1990 onwards. Normally till t-1. For the 2016 reporting all 1990 – 2015 data are recalculated and 2016 data is added. This is done to align every single year completely with the emissions inventory data (and changes that occur in there). The result is that there are no inconsistencies with the emissions inventory data.

6) Are there other discontinuities in time series resulting from changes in methodology, sources, etc. (please describe and indicate the years where the breaks occur)?

There are no other discontinuities in time series.

7) What problems do you encounter adapting basic statistics to the concepts of the accounts?

☐ *adjustments for the residence principle*

Please specify the main difficulties:…….

☐ *attributing emissions to the requested detailed level of economic activities (NACE A* 64) (in particular services industries)*

Please specify the main difficulties:…….

☐ *allocation of road transport emissions to NACE*

Please specify the main difficulties:…….

☐ *correspondence between emission sources in inventories (classified according to CRF/ NFR) and the detailed industry classification (NACE A*64)*

Please specify the main difficulties:…….

☑ *other (please specify):* Marine shipping, transport by air, fishery and rail transport require attention in improving source data. Particular on the level (and type) of fuel use and related emissions.

8) Are there any particular parts of the AEA data which you would consider of doubtful quality?

Eventually, in distributing over NACE of some small amounts for few substances.

9) Other assessments and quality reports:

- Do you have national descriptions of the methodology you use? If so please provide them.

There are quality reports for the emission inventory. Eventually AEA quality reporting to ES provided last year.

Data on Dutch AEA (metadata can be found as well) can be found:

Dutch Air Emission Accounts (AEAs) - (database)

Metadata is included / can be downloaded along with the data table.

Short research description (in Dutch):

http://www.cbs.nl/nl-NL/menu/themas/macro-economie/methoden/dataverzameling/korte-onderzoeksbeschrijvingen/2008-milieurekeningen.htm

- Do you have national quality reports available? If so please provide them.

For the national PRTR data, some dedicated reportings are compiled on uncertainties of the data. These are made on demand, on an irregular basis. Several assessments are made on uncertainties in the data / data compilation. I.e. following reportings: 1. 'Assessment of uncertainties and QA/QC procedures in the Dutch GHG Inventory Report', 2010', or; 2. 'Uncertainty in the Netherlands' greenhouse gas emissions. Inventory Estimation of the level and trend uncertainty using the IPCC Tier 1 approach, 2009 or; 3. Inter comparison of emission estimates for the Netherlands following the EMEP/EEA Guidebook and the Dutch Emission Registry, 2009; Etcetera.

These documents can be found via:

Dutch Pollutant Release and Transfer Register (PRTR)

Under 'Documentation - All documents' or via the search in documents)', and under,

'IPCC protocollen - Greenhouse gasses protocol', etc. These reportings deal with several aspects underlying the Dutch NIR reporting (updated for NIR 2014) and treats each substance

and sector in detail. The documents contains chapters on: ‘Uncertainty and quality’, ‘Quality assurance and quality control (QA/QC)’, ‘Verification’, ‘sources’ etc.

One example: PRTR - documents GHG-protocol_1A_CO2_CH4_N2O_Stationary_combustion_fuels_NIR2014 (PDF).