

TABLE 2.1
DETAILED SECTOR SPLIT FOR STATIONARY COMBUSTION²

Code number and name			Definitions
1 ENERGY			All GHG emissions arising from combustion and fugitive releases of fuels. Emissions from the non-energy uses of fuels are generally not included here, but reported under Industrial Processes and Product Use.
1 A Fuel Combustion Activities			Emissions from the intentional oxidation of materials within an apparatus that is designed to raise heat and provide it either as heat or as mechanical work to a process or for use away from the apparatus.
1 A 1	<i>Energy Industries</i>		Comprises emissions from fuels combusted by the fuel extraction or energy-producing industries.
1 A 1	a	Main Activity Electricity and Heat Production	Sum of emissions from main activity producers of electricity generation, combined heat and power generation, and heat plants. Main activity producers (formerly known as public utilities) are defined as those undertakings whose primary activity is to supply the public. They may be in public or private ownership. Emissions from own on-site use of fuel should be included. Emissions from autoproducers (undertakings which generate electricity/heat wholly or partly for their own use, as an activity that supports their primary activity) should be assigned to the sector where they were generated and not under 1 A 1 a. Autoproducers may be in public or private ownership.
1 A 1	a	<i>i</i> Electricity Generation	Comprises emissions from all fuel use for electricity generation from main activity producers except those from combined heat and power plants.
1 A 1	a	<i>ii</i> Combined Heat and Power Generation (CHP)	Emissions from production of both heat and electrical power from main activity producers for sale to the public, at a single CHP facility.
		<i>iii</i> Heat Plants	Production of heat from main activity producers for sale by pipe network.
1 A 1	b	Petroleum Refining	All combustion activities supporting the refining of petroleum products including on-site combustion for the generation of electricity and heat for own use. Does not include evaporative emissions occurring at the refinery. These emissions should be reported separately under 1 B 2 a.

TABLE 2.1 (CONTINUED)
DETAILED SECTOR SPLIT FOR STATIONARY COMBUSTION³

Code number and name			Definitions
1 A 1	c	Manufacture of Solid Fuels and Other Energy Industries	Combustion emissions from fuel use during the manufacture of secondary and tertiary products from solid fuels including production of charcoal. Emissions from own on-site fuel use should be included. Also includes combustion for the generation of electricity and heat for own use in these industries.
1 A 1	c	<i>i</i> <i>Manufacture of Solid Fuels</i>	Emissions arising from fuel combustion for the production of coke, brown coal briquettes and patent fuel.
1 A 1	c	<i>ii</i> <i>Other Energy Industries</i>	Combustion emissions arising from the energy-producing industries own (on-site) energy use not mentioned above or for which separate data are not available. This includes the emissions from own-energy use for the production of charcoal, bagasse, saw dust, cotton stalks and carbonizing of biofuels as well as fuel used for coal mining, oil and gas extraction and the processing and upgrading of natural gas. This category also includes emissions from pre-combustion processing for CO ₂ capture and storage. Combustion emissions from pipeline transport should be reported under 1 A 3 e.
1 A 2		<i>Manufacturing Industries and Construction</i>	Emissions from combustion of fuels in industry. Also includes combustion for the generation of electricity and heat for own use in these industries. Emissions from fuel combustion in coke ovens within the iron and steel industry should be reported under 1 A 1 c and not within manufacturing industry. Emissions from the industry sector should be specified by sub-categories that correspond to the International Standard Industrial Classification of all Economic Activities (ISIC). Energy used for transport by industry should not be reported here but under Transport (1 A 3). Emissions arising from off-road and other mobile machinery in industry should, if possible, be broken out as a separate subcategory. For each country, the emissions from the largest fuel-consuming industrial categories ISIC should be reported, as well as those from significant emitters of pollutants. A suggested list of categories is outlined below.
1 A 2	a	Iron and Steel	ISIC Group 271 and Class 2731
1 A 2	b	Non-Ferrous Metals	ISIC Group 272 and Class 2732
1 A 2	c	Chemicals	ISIC Division 24
1 A 2	d	Pulp, Paper and Print	ISIC Divisions 21 and 22
1 A 2	e	Food Processing, Beverages and Tobacco	ISIC Divisions 15 and 16
1 A 2	f	Non-Metallic Minerals	Includes products such as glass, ceramic, cement, etc.; ISIC Division 26
1 A 2	g	Transport Equipment	ISIC Divisions 34 and 35
1 A 2	h	Machinery	Includes fabricated metal products, machinery and equipment other than transport equipment; ISIC Divisions 28, 29, 30, 31 and 32.

TABLE 2.1 (CONTINUED)
DETAILED SECTOR SPLIT FOR STATIONARY COMBUSTION⁴

Code number and name			Definitions	
1 A 2	i	Mining (excluding fuels) and Quarrying	ISIC Divisions 13 and 14	
1 A 2	j	Wood and Wood Products	ISIC Division 20	
1 A 2	k	Construction	ISIC Division 45	
1 A 2	l	Textile and Leather	ISIC Divisions 17, 18 and 19	
1 A 2	m	Non-specified Industry	Any manufacturing industry/construction not included above or for which separate data are not available. Includes ISIC Divisions 25, 33, 36 and 37.	
1 A 4	<i>Other Sectors</i>		Emissions from combustion activities as described below, including combustion for the generation of electricity and heat for own use in these sectors.	
1 A 4	a	Commercial / Institutional	Emissions from fuel combustion in commercial and institutional buildings; all activities included in ISIC Divisions 41, 50, 51, 52, 55, 63-67, 70-75, 80, 85, 90-93 and 99.	
1 A 4	b	Residential	All emissions from fuel combustion in households.	
1 A 4	c	Agriculture / Forestry / Fishing / Fish farms	Emissions from fuel combustion in agriculture, forestry, fishing and fishing industries such as fish farms. Activities included in ISIC Divisions 01, 02 and 05. Highway agricultural transportation is excluded.	
1 A 4	c	i	<i>Stationary</i>	Emissions from fuels combusted in pumps, grain drying, horticultural greenhouses and other agriculture, forestry or stationary combustion in the fishing industry.
1 A 4	c	ii	<i>Off-road Vehicles and Other Machinery</i>	Emissions from fuels combusted in traction vehicles on farm land and in forests.
1 A 4	c	iii	<i>Fishing (mobile combustion)</i>	Emissions from fuels combusted for inland, coastal and deep-sea fishing. Fishing should cover vessels of all flags that have refuelled in the country (include international fishing).

**TABLE 3.1.1
DETAILED SECTOR SPLIT FOR THE TRANSPORT SECTOR**

Code and Name		Explanation	
1 A 3	<i>TRANSPORT</i>	Emissions from the combustion and evaporation of fuel for all transport activity (excluding military transport), regardless of the sector, specified by sub-categories below. Emissions from fuel sold to any air or marine vessel engaged in international transport (1 A 3 a i and 1 A 3 d i) should as far as possible be excluded from the totals and subtotals in this category and should be reported separately.	
1 A 3	a	Civil Aviation	Emissions from international and domestic civil aviation, including take-offs and landings. Comprises civil commercial use of airplanes, including: scheduled and charter traffic for passengers and freight, air taxiing, and general aviation. The international/domestic split should be determined on the basis of departure and landing locations for each flight stage and not by the nationality of the airline. Exclude use of fuel at airports for ground transport which is reported under 1 A 3 e Other Transportation. Also exclude fuel for stationary combustion at airports; report this information under the appropriate stationary combustion category.
1 A 3	a	i	<i>International Aviation (International Bunkers)</i> Emissions from flights that depart in one country and arrive in a different country. Include take-offs and landings for these flight stages. Emissions from international military aviation can be included as a separate sub-category of international aviation provided that the same definitional distinction is applied and data are available to support the definition.
1 A 3	a	ii	<i>Domestic Aviation</i> Emissions from civil domestic passenger and freight traffic that departs and arrives in the same country (commercial, private, agriculture, etc.), including take-offs and landings for these flight stages. Note that this may include journeys of considerable length between two airports in a country (e.g. San Francisco to Honolulu). Exclude military, which should be reported under 1 A 5 b.
1 A 3	b	Road Transportation	All combustion and evaporative emissions arising from fuel use in road vehicles, including the use of agricultural vehicles on paved roads.
1 A 3	b	i	<i>Cars</i> Emissions from automobiles so designated in the vehicle registering country primarily for transport of persons and normally having a capacity of 12 persons or fewer.
1 A 3	b	i	1 Passenger cars with 3-way catalysts Emissions from passenger car vehicles with 3-way catalysts.
1 A 3	b	i	2 Passenger cars without 3-way catalysts Emissions from passenger car vehicles without 3-way catalysts.

TABLE 3.1.1 (CONTINUED)
DETAILED SECTOR SPLIT FOR THE TRANSPORT SECTOR

Code and Name				Explanation
1 A 3	b	ii	<i>Light duty trucks</i>	Emissions from vehicles so designated in the vehicle registering country primarily for transportation of light-weight cargo or which are equipped with special features such as four-wheel drive for off-road operation. The gross vehicle weight normally ranges up to 3500-3900 kg or less.
1 A 3	b	ii	1 <i>Light duty trucks with 3-way catalysts</i>	Emissions from light duty trucks with 3-way catalysts.
1 A 3	b	ii	2 <i>Light duty trucks without 3-way catalysts</i>	Emissions from light duty trucks without 3-way catalysts.
1 A 3	b	iii	<i>Heavy duty trucks and buses</i>	Emissions from any vehicles so designated in the vehicle registering country. Normally the gross vehicle weight ranges from 3500-3900 kg or more for heavy duty trucks and the buses are rated to carry more than 12 persons.
1 A 3	b	iv	<i>Motorcycles</i>	Emissions from any motor vehicle designed to travel with not more than three wheels in contact with the ground and weighing less than 680 kg.
1 A 3	b	v	<i>Evaporative emissions from vehicles</i>	Evaporative emissions from vehicles (e.g. hot soak, running losses) are included here. Emissions from loading fuel into vehicles are excluded.
1 A 3	b	vi	<i>Urea-based catalysts</i>	CO ₂ emissions from use of urea-based additives in catalytic converters (non-combustive emissions)
1 A 3	c		Railways	Emissions from railway transport for both freight and passenger traffic routes.
1 A 3	d		Water-borne Navigation	Emissions from fuels used to propel water-borne vessels, including hovercraft and hydrofoils, but excluding fishing vessels. The international/domestic split should be determined on the basis of port of departure and port of arrival, and not by the flag or nationality of the ship.
1 A 3	d	i	<i>International water-borne navigation (International bunkers)</i>	Emissions from fuels used by vessels of all flags that are engaged in international water-borne navigation. The international navigation may take place at sea, on inland lakes and waterways and in coastal waters. Includes emissions from journeys that depart in one country and arrive in a different country. Exclude consumption by fishing vessels (see Other Sector - Fishing). Emissions from international military water-borne navigation can be included as a separate sub-category of international water-borne navigation provided that the same definitional distinction is applied and data are available to support the definition.
1 A 3	d	ii	<i>Domestic water-borne Navigation</i>	Emissions from fuels used by vessels of all flags that depart and arrive in the same country (exclude fishing, which should be reported under 1 A 4 c iii, and military, which should be reported under 1 A 5 b). Note that this may include journeys of considerable length between two ports in a country (e.g. San Francisco to Honolulu).
1 A 3	e		Other Transportation	Combustion emissions from all remaining transport activities including pipeline transportation, ground activities in airports and harbours, and off-road activities not otherwise reported under 1 A 4 c Agriculture or 1 A 2. Manufacturing Industries and Construction. Military transport should be reported under 1 A 5 (see 1 A 5 Non-specified).
1 A 3	e	i	<i>Pipeline Transport</i>	Combustion related emissions from the operation of pump stations and maintenance of pipelines. Transport via pipelines includes transport of gases, liquids, slurry and other commodities via pipelines. Distribution of natural or manufactured gas, water or steam from the distributor to final users is excluded and should be reported in 1 A 1 c ii or 1 A 4 a.
1 A 3	e	ii	<i>Off-road</i>	Combustion emissions from Other Transportation excluding Pipeline Transport.
1 A 4	c	iii	Fishing (mobile combustion)	Emissions from fuels combusted for inland, coastal and deep-sea fishing. Fishing should cover vessels of all flags that have refuelled in the country (include international fishing).

TABLE 3.1.1(CONTINUED)
DETAILED SECTOR SPLIT FOR THE TRANSPORT SECTOR

Code and Name				Explanation
1 A 5	a		<i>Non specified stationary</i>	Emissions from fuel combustion in stationary sources that are not specified elsewhere.
1 A 5	b		<i>Non specified mobile</i>	Mobile Emissions from vehicles and other machinery, marine and aviation (not included in 1 A 4 c ii or elsewhere). Includes emissions from fuel delivered for aviation and water-borne navigation to the country's military as well as fuel delivered within that country but used by the militaries of other countries that are not engaged in.
			Multilateral Operations (Memo item)	Multilateral operations. Emissions from fuels used for aviation and water-borne navigation in multilateral operations pursuant to the Charter of the United Nations. Include emissions from fuel delivered to the military in the country and delivered to the military of other countries.