POVZETEK

Izdelava energetske bilance MOL je potekala po ustaljeni metodologiji, ocene emisij škodljivih snovi pa so bile izračunane na podlagi priporočenih emisijskih faktorjev. V letu 2005 smo poleg dosedaj obravnavanih emisij dodali tudi emisije VOC. Za področja, kjer priporočeni emisijski faktorji nezadovoljivo popisujejo dejansko stanje, so bili izračunani lokalni emisijski faktorji (predvsem na področju emisij iz prometa).
V letu 2005 smo na podlagi podatkov o prometu na ljubljanski obvoznici v poročilu predstavili tudi deleže emisij NOx in trdnih delcev ljubljanske obvoznice glede na celotne emiisje iz prometa.

V letu 2005 je bila poraba primarnih virov energije večja, kar je bila predvsem posledica povečanja števila priklopov na omrežje zemeljskega plina podjetja Energetika Ljubljana. Medtem ko so se v letu 2005 znižale emisije NO_x in VOC, pa so se emisije ostalih onesnaževal povišale. Posebej skrb vzbujajoča je rast emisij trdnih delcev iz prometa, kot posledica povečevanja deleža dieselskih motornih vozil.
V industriji smo beležili povečano porabo vseh energentov razen trdnih goriv. Zaradi občutno večje rabe mazuta v Papirnici Vevče je vpliv sektorja Industrija na skupne emisije v letu 2005 občutno večji kot prejšnja leta.
Emisije žveplovega dioksida so se povečale predvsem zaradi večjega deleža žvepla v uvoženih premogih za TE TO Ljubljana. Tako kot prejšnja leta pa se spreminja struktura porabe goriva, in sicer povečuje se delež vozil z dizelskim motorjem ter posledično poraba dizelskega goriva. Zato so se emisije trdnih delcev v letu 2005 povečale ter emisije NOx pa samo malenkostno znižale. V prometu se emisijski faktor za emisije dušikovih oksidov sicer zmanjšuje zaradi povečevanja deleža motornih vozil s katalizatorjem, vendar bistveno manj kot če se delež dieselskih motornih vozil ne bi povečeval.

ABSTRACT

The Energy Balance of City of Ljubljana (MOL) has been prepared on the basis of a currently generally used methodology whereas the level of noxious emissions were estimated by using recommended emission factors. In the year 2005 we added to the report the emissions of VOC, for the area of MOL. For areas where the recommended emission factors inadequately determine the actual state, local emission factors are calculated (particularly in the area of traffic related emissions).
In 2005, the share of NOx and PM emmisions from traffic on highway around Ljubljana are also are presented in this report.

Characteristic for the year 2005 is an increase in the use of primary energy sources as a consequence of the new gas connections to the gas supply network of Energetika Ljubljana. While the level of NOx and VOC gases decreased at that period, the emmisions of other air quality pollutants increased. Increase of particular matters, due to increase of diesel vehicle fleet is very significant in last few years.
In the field of industry, an increase in the use of all fuels and electric energy was noted, except solid fuels. Due to the very high increase in use of heavy oil in Papirnica Vevče, is the influence of Industry sector on all emissions in year 2005 higher than in the past years.

Emissions of sulphur dioxides were increased, due to the higher percent of sulphur in the imported coal, which was used at the Ljubljana Combined Heat and Power Plant. The number of vehicles with diesel engines and consequently the consumption of diesel oil has increased again in the year 2005. As a result the emission of particles increased in 2005, and the NOx emissions decreased. In the field of traffic, the emission factor for nitrite oxide emissions has been decreased due to the increased share of motor vehicles equipped with a catalyst. The increase is significantly lower that it could be without structure changes in wehicle split.