

taken of the use of fuels for base or peak load applications. It is for this reason that electricity is not distributed on a fuel basis amongst the end-use sectors.

### **International Marine Bunkers**

The arrangement of the Energy Balances is such that the Total Primary Energy Requirement excludes international marine bunkers. These represent the quantities delivered to sea-going ships of all flags, including warships and fishing vessels. The consumption by ships engaged in transport in inland and coastal waters is not included as they fall under the transport sector element, inland water. The potential emissions that may be generated from this oil source is not, therefore, assigned to an individual country as such. It is, however, represented as a total figure indicating the amount of oil held in bunkers within each country and the emissions that these would represent. The quantity of oil held in international marine bunkers (in Mtoes) and the carbon dioxide emissions from this fuel (in million tonnes of carbon) for all OECD regions and Member countries is listed in Table Five.

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It is apparent that statistical analysis, such as this, has inherent inadequacies and varying degrees of uncertainty. The problems involved in determining greenhouse gas emissions and the use of emission factors are discussed in Chapter 3 and annexes B and E of the IEA/OECD Joint Study and in other source material for this work, such as M.J. Grubb, "On Coefficients for Determining Greenhouse Gas Emission Factors from Fossil Fuel Production and Consumption", IEA/OECD, "Energy Technologies for Reducing Emissions of Greenhouse Gases", Paris, 1989, page 537.3. For the purposes of policy analysis, however, the methodology is proving to be extremely useful.