

Jet Zero Consultation dataset

This dataset includes:

- Assumptions underpinning each of the scenarios in the Jet Zero consultation
- Residual emissions under each of the four scenarios presented in the Jet Zero consultation, including savings from each abatement measure
- Passenger and Air Transport Movement (ATM) numbers under each of the four scenarios
- The range of net zero trajectories presented in the Jet Zero consultation

Note:

This data should be viewed alongside all caveats outlined in the *Jet Zero Consultation: Evidence and Analysis* document

END



Scenario assumptions

Assumptions underpinning scenarios in the Jet Zero Consultation

Assumption	Units	Policy-off baseline
Demand	Million terminal passengers in 2018 (actual)	291
	Million ATMs in 2018 (actual)	2.2
	Million terminal passengers in 2050 (modelled)	515
	Million ATMs in 2050 (modelled)	3.5
	% increase in terminal passengers 2018 - 2050	77%
	% increase in ATMs 2018 - 2050	59%
Capacity	-	See 'Airport_Capacities' sheet
Carbon price	£/tCO ₂ in 2050	0
Fuel efficiency	Average % improvement per year (2017 - 2050)	0.5%
SAF uptake	% of total fuel supply in 2050	0%
Zero emission aircraft	Entry date for class 1 & 2 aircraft	-
	Entry date for class 3 aircraft	-
	% of total ATMs in 2050	0%

END



on

See 'Jet Zero Consultation: Evidence and Analysis' for more

Scenario 1. Continuation of current trends	Scenario 2. High ambition	Scenario 3. High ambition with a breakthrough on SAF
291	291	291
2.2	2.2	2.2
466	466	461
3.2	3.2	3.2
60%	60%	58%
45%	45%	45%
See 'Airport_Capacities' sheet	See 'Airport_Capacities' sheet	See 'Airport_Capacities' sheet
231	231	346
1.5%	2.0%	2.0%
5%	30%	75%
-	2035	2035
-	2040	2040
0%	21%	21%



See detail and justification for assumptions

Scenario 4. High ambition with a breakthrough on zero emission aircraft	
	291
	2.2
	461
	3.2
	58%
	45%
See 'Airport_Capacities' sheet	
	346
	2.0%
	30%
	2030
	2035
	53%

Airport capacity assumptions

Air transport movement (ATM) and terminal passenger capacity assumptions by airport

Airport	Runway ATMs (000s)				Term
	2020	2030	2040	2050	2020
Gatwick	294	380	390	390	50,600
Heathrow	480	665	750	756	90,000
London City	111	120	120	120	5,000
Luton	160	160	213	213	18,000
Stansted	259	259	274	274	35,000
Birmingham	206	206	206	206	27,000
Bristol	150	226	226	226	10,000
East Midlands	264	264	264	264	6,000
Edinburgh	150	225	225	225	15,333
Glasgow	226	226	226	226	10,000
Liverpool	213	213	213	213	7,000
Manchester	324	400	500	500	30,000
Newcastle	213	226	226	226	9,000
Aberdeen	175	225	225	225	6,000
Bournemouth	150	150	150	150	3,000
Cardiff	105	150	150	150	3,000
Doncaster Sheffield	57	57	57	57	2,333
Exeter	150	150	150	150	1,500
Humberside	150	150	150	150	750
Inverness	150	150	150	150	900
Leeds-Bradford	150	150	150	150	5,000
Newquay	75	75	75	75	450
Norwich	175	175	175	175	2,000
Prestwick	150	225	225	225	2,500
Southampton	150	150	150	150	2,500
Southend	45	53	53	53	5,000
Teesside	150	150	150	150	900
Total	4883	5579	5842	5848	348,766

* A high terminal passenger constraint is applied to Heathrow for modelling purposes to ensure representativeness.

Note: All scenarios presented in the Jet Zero Consultation use the same airport capacity assumptions, as set out in this table.

END



airport, 000s

inal passengers (000s)		
2030	2040	2050
68,800	74,000	74,000
1,000,000*	1,000,000*	1,000,000*
9,750	9,750	9,750
25,700	32,000	32,000
35,000	43,000	43,000
37,000	37,000	37,000
12,000	12,000	12,000
15,000	15,000	15,000
20,000	20,000	35,000
20,000	20,000	20,000
15,000	15,000	15,000
38,000	55,000	55,000
9,000	9,000	9,000
6,000	6,000	6,000
4,500	4,500	4,500
7,500	7,500	7,500
2,333	2,333	2,333
3,500	3,500	3,500
3,000	3,000	3,000
3,000	3,000	3,000
12,000	12,000	12,000
750	750	750
3,000	3,000	3,000
2,500	2,500	2,500
10,500	10,500	10,500
5,000	5,000	5,000
900	900	900
369,733	406,233	421,233

tion of the airport making full use of its runway capacity. This constraint has no impact on the model outputs as o
set out above. These assumptions do not represent any proposal for limits on future capacity growth at specific ai



ports, nor do they indicate maximum appropriate levels of capacity growth at specific airports for the purpose of planning d

ecision-making. These figures do not represent e

xpected passenger numbers, just the upper limit assumed for each airport as an input to the modelling process.

All scenarios

UK aviation emissions under Jet Zero consultation scenarios (tonnes CO2)

Data for Figure 13. in *Jet Zero Consultation: Evidence and Analysis*

Year	Policy-off baseline	Scenario 1. Continuation of current trends	Scenario 2. High ambition	Scenario 3. High ambition with a breakthrough on SAF	Scenario 4. High ambition with a breakthrough on zero emission aircraft
2016	34,916,390	34,916,390	34,916,390	34,916,390	34,916,390
2017	34,962,232	34,957,169	34,957,169	34,957,169	34,957,169
2018	36,416,308	36,409,610	36,409,610	36,398,393	36,398,393
2019	36,656,125	36,645,378	36,645,378	36,558,583	36,558,583
2020	36,537,301	36,522,644	36,522,644	36,380,442	36,380,442
2021	36,447,941	36,187,021	36,153,577	35,886,342	35,906,086
2022	36,548,373	36,047,461	35,975,914	35,574,326	35,618,150
2023	36,745,076	36,215,402	36,099,525	35,584,764	35,658,460
2024	37,278,793	36,399,527	36,232,581	35,779,901	35,890,734
2025	37,541,860	36,363,736	36,139,635	35,563,644	35,718,084
2026	37,722,666	36,514,993	36,224,531	35,451,396	35,658,770
2027	40,034,608	37,896,310	37,517,107	36,196,691	36,474,624
2028	40,757,673	39,067,731	38,586,120	37,653,161	38,025,663
2029	41,627,564	39,823,689	39,228,599	37,946,265	38,421,822
2030	42,389,529	40,131,403	39,096,294	37,719,115	38,253,377
2031	42,726,843	40,053,598	38,583,082	37,184,821	37,732,126
2032	43,125,536	40,051,916	38,134,546	36,561,139	37,084,288
2033	43,538,673	39,987,142	37,613,866	35,943,263	36,514,976
2034	44,135,412	40,024,951	37,177,785	35,313,662	36,019,492
2035	44,360,616	39,871,468	36,463,073	34,424,623	35,023,045
2036	44,818,483	39,511,859	35,561,526	33,422,097	34,077,047
2037	45,066,181	38,769,539	34,286,732	31,866,189	32,523,776
2038	45,587,069	38,163,054	33,104,903	30,380,872	31,072,642
2039	46,231,961	37,607,669	31,970,490	28,954,982	29,710,833
2040	46,834,762	37,074,794	30,491,914	27,153,902	28,279,859
2041	47,868,101	36,968,891	29,609,719	25,867,108	24,362,150
2042	48,766,855	36,656,605	28,505,312	24,299,195	23,407,414
2043	49,641,595	36,744,329	27,939,787	23,101,492	22,989,619
2044	50,572,204	36,628,711	27,126,481	21,575,120	22,296,727
2045	51,926,482	36,500,244	26,237,478	19,818,758	21,455,750
2046	52,954,446	36,230,745	25,158,310	17,921,846	20,684,649
2047	53,893,756	36,065,470	24,115,998	15,869,386	19,901,880
2048	54,900,148	35,983,175	23,049,421	13,635,868	19,034,165
2049	56,098,259	35,884,067	22,004,081	11,223,550	18,228,032
2050	56,969,337	35,735,870	20,926,111	8,643,918	17,440,509

END



Scenario 1 - Continuation of current trends

Passenger numbers and Air Transport Movements (ATMs)

Year	ATMs	Terminal passengers
2016	2,119,086	266,630,773
2017	2,150,496	270,511,191
2018	2,167,071	272,667,083
2019	2,176,871	275,927,889
2020	2,178,424	277,229,531
2021	2,174,681	277,926,357
2022	2,204,861	282,367,386
2023	2,234,404	287,905,387
2024	2,261,051	292,207,001
2025	2,281,156	296,792,990
2026	2,291,429	300,573,161
2027	2,326,793	310,664,526
2028	2,364,800	318,460,092
2029	2,403,603	327,440,387
2030	2,439,907	336,282,574
2031	2,469,883	342,625,355
2032	2,497,406	349,279,125
2033	2,513,262	354,233,767
2034	2,539,740	361,545,102
2035	2,575,913	368,720,239
2036	2,608,503	374,442,920
2037	2,643,720	379,717,180
2038	2,682,963	386,207,765
2039	2,739,146	394,411,625
2040	2,778,292	402,294,303
2041	2,824,666	407,909,881
2042	2,861,681	414,154,072
2043	2,891,170	420,169,601
2044	2,929,909	425,738,936
2045	2,973,933	433,039,470
2046	3,011,434	439,188,715
2047	3,046,407	445,029,089
2048	3,100,198	453,109,232
2049	3,140,186	460,095,213
2050	3,176,149	465,635,269

Note: The above passenger and ATM numbers are modelled. Calculations of % increases in demand from 2018 levels use **actual** 2018 data, unless otherwise stated.

Emissions savings (tonnes CO2) Data for Figure 2. in Jet Zero Consultation: Evidence and Analysis

Year	Demand impact of carbon pricing	Fuel efficiency improvements	SAF	Residual emissions
2016	0	0	0	34,916,390
2017	5,063	0	0	34,957,169
2018	6,698	0	0	36,409,610
2019	10,747	0	0	36,645,378
2020	14,657	0	0	36,522,644
2021	233,358	0	27,561	36,187,021
2022	444,718	0	56,194	36,047,461
2023	442,940	0	86,734	36,215,402
2024	760,185	0	119,080	36,399,527
2025	1,025,804	0	152,320	36,363,736
2026	1,019,557	0	188,116	36,514,993
2027	1,904,301	0	233,997	37,896,310
2028	1,406,796	0	283,146	39,067,731
2029	1,470,562	0	333,313	39,823,689
2030	1,625,399	249,736	382,991	40,131,403
2031	1,742,911	498,990	431,344	40,053,598
2032	1,818,306	772,477	482,837	40,051,916
2033	1,938,819	1,076,759	535,952	39,987,142
2034	2,111,941	1,405,385	593,135	40,024,951
2035	2,006,798	1,832,427	649,923	39,871,468
2036	2,245,167	2,356,209	705,247	39,511,859
2037	2,480,409	3,061,529	754,704	38,769,539
2038	2,629,342	3,986,918	807,755	38,163,054
2039	2,761,404	4,999,805	863,083	37,607,669
2040	2,750,712	6,089,007	920,249	37,074,794
2041	3,150,244	6,758,071	990,895	36,968,891
2042	3,289,469	7,762,416	1,058,366	36,656,605
2043	3,487,677	8,268,137	1,141,452	36,744,329
2044	3,728,923	8,992,710	1,221,860	36,628,711
2045	3,958,801	10,161,931	1,305,507	36,500,244
2046	4,146,833	11,189,577	1,387,291	36,230,745
2047	4,354,955	11,996,482	1,476,850	36,065,470
2048	4,215,483	13,127,211	1,574,279	35,983,175
2049	4,691,616	13,846,944	1,675,632	35,884,067
2050	5,027,512	14,426,646	1,779,309	35,735,870

END



Scenario 2 - High ambition

Passenger numbers and Air Transport Movements (ATMs)

Year	ATMs	Terminal passengers
2016	2,119,086	266,630,773
2017	2,150,496	270,511,191
2018	2,167,071	272,667,083
2019	2,176,871	275,927,889
2020	2,178,424	277,229,531
2021	2,174,681	277,926,357
2022	2,204,861	282,367,386
2023	2,234,404	287,905,387
2024	2,261,051	292,207,001
2025	2,281,156	296,792,990
2026	2,291,429	300,573,161
2027	2,326,793	310,664,526
2028	2,364,800	318,460,092
2029	2,403,603	327,440,387
2030	2,439,907	336,282,574
2031	2,469,883	342,625,355
2032	2,497,406	349,279,125
2033	2,513,262	354,233,767
2034	2,539,740	361,545,102
2035	2,575,913	368,720,239
2036	2,608,503	374,442,920
2037	2,643,720	379,717,180
2038	2,682,963	386,207,765
2039	2,739,146	394,411,625
2040	2,778,292	402,294,303
2041	2,824,666	407,909,881
2042	2,861,681	414,154,072
2043	2,891,170	420,169,601
2044	2,929,909	425,738,936
2045	2,973,933	433,039,470
2046	3,011,434	439,188,715
2047	3,046,407	445,029,089
2048	3,100,198	453,109,232
2049	3,140,186	460,095,213
2050	3,176,149	465,635,269

Note: The above passenger and ATM numbers are modelled. Calculations of % increases in demand from 2018 levels use **actual** 2018 data, unless otherwise stated.

Emissions savings (tonnes CO2) Data for Figure 5. in Jet Zero Consultation: Evidence and Analysis

Year	Demand impact of carbon pricing	Fuel efficiency improvements	Zero emission aircraft	SAF	Residual emissions
2016	0	02	03	04	34,916,390
2017	5,063	0	0	0	34,957,169
2018	6,698	0	0	0	36,409,610
2019	10,747	0	0	0	36,645,378
2020	14,657	0	0	0	36,522,644
2021	233,358	0	0	61,006	36,153,577
2022	444,718	0	0	127,741	35,975,914
2023	442,940	0	0	202,612	36,099,525
2024	760,185	0	0	286,026	36,232,581
2025	1,025,804	0	0	376,421	36,139,635
2026	1,019,557	0	0	478,578	36,224,531
2027	1,904,301	0	0	613,200	37,517,107
2028	1,406,796	0	0	764,757	38,586,120
2029	1,470,562	0	0	928,403	39,228,599
2030	1,625,399	576,199	0	1,091,637	39,096,294
2031	1,742,911	1,141,799	0	1,259,051	38,583,082
2032	1,818,306	1,728,523	0	1,444,161	38,134,546
2033	1,938,819	2,342,467	0	1,643,520	37,613,866
2034	2,111,941	2,979,719	0	1,865,968	37,177,785
2035	2,006,798	3,719,536	77,816	2,093,392	36,463,073
2036	2,245,167	4,553,603	130,585	2,327,600	35,561,528
2037	2,480,409	5,568,388	179,420	2,551,232	34,286,732
2038	2,629,342	6,834,957	222,414	2,795,453	33,104,903
2039	2,761,404	8,193,057	247,420	3,059,591	31,970,490
2040	2,750,712	9,630,425	660,464	3,301,246	30,491,914
2041	3,150,244	10,588,132	890,577	3,629,429	29,609,719
2042	3,289,469	11,911,649	1,107,883	3,952,542	28,505,312
2043	3,487,677	12,674,498	1,149,825	4,389,807	27,939,767
2044	3,728,923	13,656,941	1,230,242	4,829,617	27,126,481
2045	3,958,801	15,119,990	1,311,978	5,298,235	26,237,478
2046	4,146,833	16,396,346	1,485,303	5,767,654	25,158,310
2047	4,354,955	17,428,513	1,704,194	6,290,097	24,115,998
2048	4,215,483	18,808,753	1,969,457	6,857,033	23,049,421
2049	4,691,616	19,740,398	2,170,828	7,491,335	22,004,081
2050	5,027,512	20,505,417	2,324,964	8,185,333	20,926,111

END

[Redacted]

[Redacted]

[Redacted]

Scenario 3 - High ambition with a breakthrough on SAF

Passenger numbers and Air Transport Movements (ATMs)

Year	ATMs	Terminal passengers
2016	2,119,086	266,630,773
2017	2,150,496	270,511,191
2018	2,166,319	272,557,103
2019	2,172,345	275,208,164
2020	2,170,816	276,054,140
2021	2,162,167	275,866,241
2022	2,179,882	279,577,688
2023	2,200,636	284,313,445
2024	2,232,168	289,099,159
2025	2,251,759	292,344,568
2026	2,255,627	295,038,579
2027	2,280,135	303,212,423
2028	2,325,335	312,692,256
2029	2,353,925	319,955,001
2030	2,391,465	328,479,538
2031	2,424,846	335,713,936
2032	2,452,058	341,876,136
2033	2,466,586	346,994,733
2034	2,494,346	354,378,528
2035	2,531,202	361,076,465
2036	2,569,866	368,295,392
2037	2,599,779	372,916,257
2038	2,638,658	379,399,991
2039	2,693,812	387,689,610
2040	2,733,401	395,345,643
2041	2,783,623	401,682,889
2042	2,827,402	407,930,743
2043	2,858,485	414,357,448
2044	2,894,553	420,481,530
2045	2,938,496	426,415,225
2046	2,981,355	433,798,172
2047	3,016,000	440,645,545
2048	3,074,020	447,772,535
2049	3,104,006	454,266,243
2050	3,150,229	460,869,776

Note: The above passenger and ATM numbers are modelled. Calculations of % increases in demand from 2018 levels use **actual** 2018 data, unless otherwise stated.

Emissions savings (tonnes CO2)

Data for Figure 8. in *Jet Zero Consultation: Evidence and Analysis*

Year	Demand impact of carbon pricing	Fuel efficiency improvements	Zero emission aircraft	SAF	Residual emissions
2016	0	0	0	0	34,916,390
2017	5,063	0	0	0	34,957,169
2018	17,915	0	0	0	36,398,393
2019	97,542	0	0	0	36,558,583
2020	156,860	0	0	0	36,380,442
2021	481,295	0	0	80,304	35,886,342
2022	803,839	0	0	170,208	35,574,326
2023	886,647	0	0	273,665	35,584,764
2024	1,104,914	0	0	393,978	35,779,901
2025	1,452,041	0	0	526,175	35,563,644
2026	1,593,294	0	0	677,976	35,451,396
2027	2,964,922	0	0	872,995	36,196,691
2028	1,979,054	0	0	1,125,458	37,653,161
2029	2,297,600	0	0	1,383,700	37,946,265
2030	2,445,992	564,249	0	1,660,172	37,719,115
2031	2,461,628	1,121,149	0	1,959,245	37,184,821
2032	2,576,383	1,695,905	0	2,292,110	36,561,139
2033	2,622,638	2,303,209	0	2,669,563	35,943,263
2034	2,794,081	2,930,152	0	3,097,517	35,313,662
2035	2,637,818	3,663,834	77,286	3,557,055	34,424,623
2036	2,702,000	4,505,091	126,471	4,062,824	33,422,097
2037	2,965,680	5,509,221	173,049	4,552,043	31,866,189
2038	3,132,964	6,753,893	215,950	5,103,390	30,380,872
2039	3,200,902	8,110,072	237,159	5,728,846	28,954,982
2040	3,155,655	9,544,634	643,778	6,336,793	27,153,902
2041	3,450,399	10,519,696	874,783	7,156,116	25,867,108
2042	3,509,663	11,861,164	1,096,420	8,000,412	24,299,195
2043	3,631,456	12,646,128	1,137,188	9,125,332	23,101,492
2044	3,837,418	13,644,610	1,212,034	10,303,021	21,575,120
2045	4,177,160	15,065,495	1,301,826	11,563,242	19,818,758
2046	4,182,034	16,410,483	1,475,616	12,964,467	17,921,846
2047	4,330,412	17,488,075	1,683,497	14,522,386	15,869,386
2048	4,214,818	18,836,019	1,971,020	16,242,422	13,635,868
2049	4,854,112	19,705,958	2,144,477	18,170,162	11,223,550
2050	5,031,091	20,529,242	2,314,333	20,450,752	8,643,918

END

[Redacted]

[Redacted]

[Redacted]

Scenario 4 - High ambition with a breakthrough on zero emission aircraft

Passenger numbers and Air Transport Movements (ATMs)

Year	ATMs	Terminal passengers
2016	2,119,086	266,630,773
2017	2,150,496	270,511,191
2018	2,166,319	272,557,103
2019	2,172,345	275,208,164
2020	2,170,816	276,054,140
2021	2,162,167	275,866,241
2022	2,179,882	279,577,688
2023	2,200,636	284,313,445
2024	2,232,168	289,099,159
2025	2,251,759	292,344,568
2026	2,255,627	295,038,579
2027	2,280,135	303,212,423
2028	2,325,335	312,692,256
2029	2,353,925	319,955,001
2030	2,391,465	328,479,538
2031	2,424,846	335,713,936
2032	2,452,058	341,876,136
2033	2,466,586	346,994,733
2034	2,494,346	354,378,528
2035	2,531,202	361,076,465
2036	2,569,866	368,295,392
2037	2,599,779	372,916,257
2038	2,638,658	379,399,991
2039	2,693,812	387,689,610
2040	2,733,401	395,345,643
2041	2,783,623	401,682,889
2042	2,827,402	407,930,743
2043	2,858,485	414,357,448
2044	2,894,553	420,481,530
2045	2,938,496	426,415,225
2046	2,981,355	433,798,172
2047	3,016,000	440,645,545
2048	3,074,020	447,772,535
2049	3,104,006	454,266,243
2050	3,150,229	460,869,776

Note: The above passenger and ATM numbers are modelled. Calculations of % increases in demand from 2018 levels use **actual** 2018 data, unless otherwise stated.

Emissions savings (tonnes CO2) Data for Figure 11. in Jet Zero Consultation: Evidence and Analysis

Year	Demand impact of carbon pricing	Fuel efficiency improvements	Zero emission aircraft	SAF	Residual emissions
2016	0	0	0	0	34,916,390
2017	5,063	0	0	0	34,957,169
2018	17,915	0	0	0	36,398,393
2019	97,542	0	0	0	36,558,583
2020	156,860	0	0	0	36,380,442
2021	481,295	0	0	60,560	35,906,086
2022	803,839	0	0	126,385	35,618,150
2023	886,647	0	0	199,969	35,658,460
2024	1,104,914	0	0	283,146	35,890,734
2025	1,452,041	0	0	371,734	35,718,084
2026	1,593,294	0	0	470,602	35,658,770
2027	2,964,922	0	0	595,062	36,474,624
2028	1,979,054	0	0	752,956	38,025,663
2029	2,297,600	0	0	908,143	38,421,822
2030	2,445,992	564,249	59,237	1,066,673	38,253,377
2031	2,461,628	1,121,149	182,348	1,229,592	37,732,126
2032	2,576,383	1,695,905	367,001	1,401,959	37,084,288
2033	2,622,638	2,303,209	505,291	1,592,560	36,514,976
2034	2,794,081	2,930,152	587,430	1,804,257	36,019,492
2035	2,637,818	3,663,834	1,030,342	2,005,577	35,023,045
2036	2,702,000	4,505,091	1,310,056	2,224,290	34,077,047
2037	2,965,680	5,509,221	1,655,962	2,411,543	32,523,776
2038	3,132,964	6,753,893	2,015,127	2,612,444	31,072,642
2039	3,200,902	8,110,072	2,381,527	2,828,627	29,710,833
2040	3,155,655	9,544,634	2,809,776	3,044,838	28,279,859
2041	3,450,399	10,519,696	3,292,578	3,409,504	24,362,150
2042	3,509,663	11,861,164	3,509,868	3,774,171	23,407,414
2043	3,631,456	12,646,128	4,197,120	4,138,837	22,989,619
2044	3,837,418	13,644,610	4,642,552	4,503,504	22,298,727
2045	4,177,160	15,065,495	4,955,471	4,868,171	21,455,750
2046	4,182,034	16,410,483	5,352,843	5,232,837	20,684,649
2047	4,330,412	17,488,075	5,785,451	5,597,504	19,901,880
2048	4,214,818	18,836,019	6,278,761	5,962,170	19,034,165
2049	4,854,112	19,705,958	6,686,909	6,326,837	18,228,032
2050	5,031,091	20,529,242	7,276,992	6,691,503	17,440,509

END

[Redacted]

[Redacted]

[Redacted]

Net emissions

Data for Figure 14. in *Jet Zero Consultation: Evidence and Analysis*

Year	Range of illustrative net emissions trajectories (tonnes CO ₂)	
	Lower	Upper
2020	31,522,644	31,522,644
2021	31,153,577	31,153,577
2022	30,975,914	30,975,914
2023	31,099,525	31,099,525
2024	29,947,690	30,834,202
2025	28,795,856	30,604,924
2026	27,644,022	30,530,575
2027	26,492,188	31,606,397
2028	25,340,353	32,423,241
2029	24,188,519	32,784,317
2030	23,036,685	32,362,193
2031	21,884,851	31,542,146
2032	20,733,016	30,744,985
2033	19,581,182	29,838,498
2034	18,429,348	28,961,563
2035	17,277,514	27,783,513
2036	16,125,679	26,393,002
2037	14,973,845	24,640,297
2038	13,822,011	22,930,236
2039	12,670,177	21,218,749
2040	11,518,342	19,205,460
2041	10,366,508	17,601,801
2042	9,214,674	15,785,608
2043	8,062,840	14,259,717
2044	6,911,005	12,489,191
2045	5,759,171	10,598,082
2046	4,607,337	8,550,562
2047	3,455,503	6,471,023
2048	2,303,668	4,340,843
2049	1,151,834	2,182,302
2050	0	0

END

[Redacted]

[Redacted]