



Plenary sitting

A9-0070/2024

5.3.2024

*****I**
REPORT

on the proposal for a regulation of the European Parliament and of the Council
on the accounting of greenhouse gas emissions of transport services
(COM(2023)0441 – C9-0305/2023 – 2023/0266(COD))

Committee on the Environment, Public Health and Food Safety
Committee on Transport and Tourism

(Joint committee procedure – Rule 58 of the Rules of Procedure)

Rapporteurs: Pascal Canfin, Barbara Thaler

Symbols for procedures

- * Consultation procedure
- *** Consent procedure
- ***I Ordinary legislative procedure (first reading)
- ***II Ordinary legislative procedure (second reading)
- ***III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

Amendments to a draft act

Amendments by Parliament set out in two columns

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

Amendments by Parliament in the form of a consolidated text

New text is highlighted in ***bold italics***. Deletions are indicated using either the **■** symbol or strikeout. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

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DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

on the proposal for a regulation of the European Parliament and of the Council on the accounting of greenhouse gas emissions of transport services
(COM(2023)0441 – C9-0305/2023 – 2023/0266(COD))

(Ordinary legislative procedure: first reading)

The European Parliament,

- having regard to the Commission proposal to Parliament and the Council (COM(2023)0441),
 - having regard to Article 294(2) and Articles 91(1) and 100(2) of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C9-0305/2023),
 - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
 - having regard to the opinion of the European Economic and Social Committee¹,
 - having regard to the opinion of the Committee of the Regions²,
 - having regard to Rule 59 of its Rules of Procedure,
 - having regard to the joint deliberations of the Committee on the Environment, Public Health and Food Safety and the Committee on Transport and Tourism under Rule 58 of the Rules of Procedure,
 - having regard to the report of the Committee on the Environment, Public Health and Food Safety and the Committee on Transport and Tourism (A9-0070/2024),
1. Adopts its position at first reading hereinafter set out;
 2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;
 3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

Amendment 1

¹ OJ C, C/2024/890, 06.02.2024, ELI: <http://data.europa.eu/eli/C/2024/890/oj>.

² Not yet published in the *Official Journal*.

Proposal for a regulation

Recital 1

Text proposed by the Commission

(1) Supporting efforts towards better sustainability and efficiency of the Union transport system is prerequisite to maintain a stable path towards climate-neutrality by 2050, at the same time taking due account of the need to preserve continuous growth and competitiveness of the European industry.

Amendment

(1) Supporting efforts towards better sustainability and efficiency of the Union transport system is prerequisite to maintain a stable path towards climate-neutrality by 2050 **at the latest**, at the same time taking due account of the need to **ensure a fair and inclusive transition**, preserve continuous growth and **strengthen the** competitiveness of the European industry.

Amendment 2

Proposal for a regulation

Recital 2

Text proposed by the Commission

(2) Greenhouse gas emissions accounting is used in various economic sectors – including transport – to quantify greenhouse gas emissions data from specific activities of businesses and individuals. Better information on the performance of transport services is a powerful tool to create right incentives for transport users for making more sustainable choices, and to influence business decisions of transport organisers and operators. Reliable and comparable greenhouse gas emissions data are the underlying requirement to create these incentives, and thus to stimulate behavioural change among consumers and businesses alike, for contributing to objectives of the European Green Deal⁵² for transport, and the European Climate Law.

Amendment

(2) Greenhouse gas emissions accounting is used in various economic sectors – including transport – to quantify greenhouse gas emissions data from specific activities of businesses and individuals. Better information on the performance of transport services is a powerful tool to **lower the carbon footprint of public procurements**, create right incentives for transport users for making more sustainable choices, and to influence business decisions of transport organisers and operators. Reliable and comparable greenhouse gas emissions data are the underlying requirement to create these incentives, and thus to stimulate behavioural change among consumers and businesses alike, for contributing to objectives of the European Green Deal for transport, and the European Climate Law.

⁵² Communication from the Commission to the European Parliament, the European Council, the European Economic And

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Amendment 3

Proposal for a regulation

Recital 3

Text proposed by the Commission

(3) Despite growing interest of transport stakeholders, the overall uptake of greenhouse gas emissions accounting of transport services is still limited. In most cases, users do not obtain accurate information on the performance of transport services, and transport service organisers and operators do not calculate and disclose their emissions. Disproportionally low uptake of greenhouse gas emissions accounting is observed particularly among small and medium sized enterprises (SMEs) that represent the vast majority of businesses offering transport services on the EU market.

Amendment

(3) Despite growing interest of transport stakeholders, the overall uptake of greenhouse gas emissions accounting of transport services is still limited. In most cases, users do not obtain accurate information on the performance of transport services, and transport service organisers and operators do not calculate and disclose their emissions. Disproportionally low uptake of greenhouse gas emissions accounting is observed particularly among small and medium sized enterprises (SMEs) that represent the vast majority of businesses offering transport services on the EU market. ***In fact, SMEs face disproportionately more financial and bureaucratic burdens when they decide to account their greenhouse gas emissions.***

Amendment 4

Proposal for a regulation

Recital 5

Text proposed by the Commission

(5) The Sustainable and Smart Mobility Strategy of December 2020⁵⁴ refers to incentives for choosing the most sustainable transport options, within and across the modes. Those incentives include the setting up of a European framework for the harmonised measurement of transport and logistics greenhouse gas emissions,

Amendment

(5) ***The Commission's Communication on the Sustainable and Smart Mobility Strategy of December 2020 refers to incentives for choosing the most sustainable transport options, within and across the modes, with a strong emphasis on a shift to rail both for passengers and freight, including concrete targets for***

based on globally recognised standards, which could then be used to provide businesses and end-users with an estimate of the carbon footprint of their choices, and increase the demand from end-users and consumers for opting for more sustainable transport and mobility solutions, while avoiding greenwashing.

*both, as concrete contributions for the transport sector's role in achieving the binding target under Union law, set out in Regulation (EU) 2021/1119 of the European Parliament and of the Council^{53a}, to reduce the Union's net greenhouse gas emissions by at least 55 % compared to 1990 levels by 2030 and the objective to reach economy wide climate neutrality at the latest by 2050. Those incentives include the setting up of a European framework for the harmonised measurement of transport and logistics greenhouse gas emissions, based on globally recognised standards, which could then be used to provide businesses and end-users with an estimate of the carbon footprint of their choices, and increase the demand from end-users and consumers for opting for more sustainable transport and mobility solutions, **including parcel deliveries**, while avoiding greenwashing.*

⁵⁴ Communication from the Commission to the European Parliament, the European Council, the European Economic And Social Committee and the Committee of the Regions; Sustainable and Smart Mobility Strategy – putting European transport on track for the future; COM(2020) 789 final

^{53a} *Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 ('European Climate Law') (OJ L 243, 9.7.2021, p. 1).*

⁵⁴ Communication from the Commission to the European Parliament, the European Council, the European Economic And Social Committee and the Committee of the Regions; Sustainable and Smart Mobility Strategy – putting European transport on track for the future; COM(2020) 789 final

Amendment 5

Proposal for a regulation Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) Most greenhouse gases related to transport and logistics are emitted during the vehicle operation, production of an energy carrier and the manufacturing of a vehicle.

Amendment 6

Proposal for a regulation Recital 6

Text proposed by the Commission

Amendment

(6) Laying down harmonised rules for accounting greenhouse gas emissions of freight and passenger transport services is therefore appropriate to attain comparable figures for greenhouse gas emissions of transport services and to avoid misleading information on their performance resulting from the possibility to choose between various emissions calculation methods and input data. Such rules should ensure a level playing field between transport modes, segments, and the Union's national networks. It should also help create incentives to behavioural change among businesses and customers to reduce greenhouse emissions from transport services through the uptake and use of comparable and reliable greenhouse emissions data.

(6) Laying down harmonised rules for accounting greenhouse gas emissions of freight and passenger transport services is therefore appropriate to attain comparable figures for greenhouse gas emissions of transport services and to avoid misleading information on their performance resulting from the possibility to choose between various emissions calculation methods and input data. Such rules should ensure a level playing field between **EU transport entities and transport entities from third countries, between** transport modes, segments, and the Union's national networks. It should also help create incentives to behavioural change among **public bodies, businesses and other** customers to reduce greenhouse emissions from transport services through the uptake and use of comparable and reliable greenhouse emissions data.

Amendment 7

Proposal for a regulation Recital 7

Text proposed by the Commission

Amendment

(7) This Regulation should make

(7) This Regulation **should provide a**

available a reference framework for other emissions reduction measures that may be further undertaken *by* public authorities and industry, including where establishing greenhouse gas transparency clauses in transport contracts, providing information on greenhouse gas emissions of a travel or delivery option to passengers or customers, or setting climate-related criteria for green procurement procedures.

reference framework for the disclosure of greenhouse gas emissions on a voluntary or contractual basis or due to obligations under Union and national law. It should make available a reference framework for other emissions reduction measures that may be further undertaken public authorities and industry, including where establishing greenhouse gas transparency clauses in transport contracts, providing information on greenhouse gas emissions of a travel or delivery option to passengers or customers, or setting climate-related criteria for green procurement procedures. In the case of e-commerce and parcel deliveries, it would facilitate compliance with the requirement to provide, along with the current information on estimated delivery date, associated price, and the associated emissions of each option.

Amendment 8

Proposal for a regulation Recital 8

Text proposed by the Commission

(8) Despite benefits stemming from the increased transparency on the performance of transport services, mandatory application of this Regulation to all entities offering transport services on the Union market would be disproportionate and lead to excessive costs and burden. Therefore, this Regulation should apply only to those entities that decide or are bound by other relevant legislative and non-legislative regimes, to calculate and disclose information on greenhouse gas emissions of freight or passengers transport services that start or end on the territory of the Union. This consequently includes services, the origin or destination points of which are situated in a third country.

Amendment

(8) Despite benefits stemming from the increased transparency on the performance of transport services, mandatory application of this Regulation to all entities offering transport services on the Union market would be disproportionate and lead to excessive costs and burden. Therefore, this Regulation should apply only to those entities that decide or are bound by other relevant legislative and non-legislative regimes, to calculate and disclose information on greenhouse gas emissions of freight or passengers transport services that start or end on the territory of the Union. This consequently includes services, the origin or destination points of which are situated in a third country.
Indeed, in order to ensure that all relevant transport services are accounted for and guarantee a level playing field between

EU transport entities and transport entities from third countries, this Regulation should apply to transport services starting and ending outside the Union territory but stopping in the Union in order to embark or disembark passengers or to load or unload goods.

Amendment 9

Proposal for a regulation

Recital 9

Text proposed by the Commission

(9) This Regulation should **not** apply to data intermediaries, such as those offering multimodal digital mobility services, where they do not **directly** calculate information on greenhouse gas emissions of transport services but only disclose information on those emissions **provided by a concerned entity or other relevant legal or natural person. However, the data intermediaries** should be bound by relevant rules related to the communication and transparency of the disclosed greenhouse gas emissions data, to ensure comparability of those data on the market.

Amendment

(9) This Regulation should apply to data intermediaries, such as those offering multimodal digital mobility services, **as well as digital navigation services and journey route planning services, when they calculate information on greenhouse gas emissions of transport services, including when they combine information on those emissions provided by a concerned entity or other relevant legal or natural person. Data intermediaries** where they do not calculate information on greenhouse gas emissions of transport services but only disclose information on those emissions should be bound by relevant rules related to the communication and transparency of the disclosed greenhouse gas emissions data, to ensure comparability of those data on the market **and across transport modes.**

Amendment 10

Proposal for a regulation

Recital 9 a (new)

Text proposed by the Commission

Amendment

(9a) Data intermediaries offering multimodal digital mobility services provide consumers with several choices

based on travel time, related costs and mode of travel. Those data intermediaries should also be able to provide consumers with the information about the greenhouse gas emissions of a particular journey. Therefore, entities concerned or other relevant legal or natural persons should be obliged to provide that information to data intermediaries.

Amendment 11

Proposal for a regulation Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) Any claims made on the basis of output data reported in accordance with this Regulation should be in full compliance with Directive (EU) (.....)/(.....) on substantiation and communication of explicit environmental claims (Green Claims Directive) as well as Directive (.....)/(.....) amending Directives 2005/29/EC and 2011/83/EU as regards empowering consumers for the green transition through better protection against unfair practices and better information.

Amendment 12

Proposal for a regulation Recital 11

Text proposed by the Commission

Amendment

(11) A proper method for calculating greenhouse gas emissions of transport services is one of the key aspects for the harmonised Union framework set out by this Regulation. The method should ensure that the emissions calculations performed across a transport chain provide comparable and accurate greenhouse gas

(11) A proper method for calculating greenhouse gas emissions of transport services is one of the key aspects for the harmonised Union framework set out by this Regulation. The method should ensure that the emissions calculations performed across a transport chain provide comparable and accurate greenhouse gas

emissions data, by following a single set of methodological steps. It should also adequately account for the needs of the transport market, in order to avoid unnecessary complexity, excessive burden and costs, and be accepted by stakeholders.

emissions data, by following a single set of methodological steps. It should also adequately account for the needs of the transport market, in order to avoid unnecessary complexity, excessive burden and costs, **particularly for SMEs**, and be accepted by stakeholders.

Amendment 13

Proposal for a regulation Recital 12

Text proposed by the Commission

(12) EN ISO standard 14083:2023, published by the European Committee for Standardisation⁵⁷ in April 2023, and transposing ISO standard 14083:2023, **was chosen to** be the reference methodology for calculating greenhouse gas emissions of transport services under this Regulation. The analysis showed that ISO standard 14083:2023 proved to be the most relevant and proportional in addressing the objectives of this Regulation. The quantification of emissions is performed on a well-to-wheel basis, which includes greenhouse gas emissions stemming from energy provision and vehicle use during transport and hub operations.

⁵⁷ <https://www.cencenelec.eu>

Amendment

(12) EN ISO standard 14083:2023, published by the European Committee for Standardisation⁵⁷ in April 2023, and transposing ISO standard 14083:2023, **should** be the reference methodology for calculating **well-to-wheel** greenhouse gas emissions of transport services under this Regulation. The analysis showed that ISO standard 14083:2023 proved to be the most relevant and proportional in addressing the objectives of this Regulation, **including a quick market uptake and comparability of data**. The quantification of emissions is performed on a well-to-wheel basis, which includes greenhouse gas emissions stemming from energy provision and vehicle use during transport and hub operations.

⁵⁷ <https://www.cencenelec.eu>

Amendment 14

Proposal for a regulation Recital 12 a (new)

Text proposed by the Commission

Amendment

(12a) EN ISO standard 14083:2023 has its limitation, particularly the shortage

that it does not consider greenhouse gas emissions from the whole lifecycle of transport services. Therefore, the Commission should assess the possibility of expanding the scope of the reference methodology for calculating greenhouse gas emissions of transport services in the near future to provide for the calculation and reporting of lifecycle greenhouse gas emissions of transport services. The future methodology should take into consideration the uptake of zero emission vehicles and the provisions of Article 14, paragraph 5 of Directive 2003/87/EC. To that end, the Commission should consider existing efforts such as the ISO 14067:2018 and the Product Category Rules on transport services established in the International Environmental Product Declaration System.

Amendment 15

Proposal for a regulation Recital 12 b (new)

Text proposed by the Commission

Amendment

(12b) The Commission, in cooperation with the European Committee for Standardisation and the national standardisation bodies of the Member States, should strive to provide the transport sector with access to the ISO standard 14083:2023 or to the equivalent European CEN ISO 14083 standard free of charge to micro, small and medium-sized Enterprises ('SMEs') as defined in Commission Recommendation 2003/361/EC. The standards should be accessible in its authentic version as well as in all the official languages of the Union to make this Regulation more accessible to all those that are subject to it.

Amendment 16

Proposal for a regulation Recital 12 c (new)

Text proposed by the Commission

Amendment

(12c) Full life cycle emissions are generally considered to include the well-to-wheel greenhouse emissions, and emissions of vehicle production, maintenance and disposal, as well as infrastructure as far as relevant, as set out in Commission Recommendation (EU) 2021/2279. For reasons of proportionality and in order to limit administrative complexity and implementation costs, when assessing life cycle emissions for the purposes of this regulation infrastructure should not be included.

Amendment 17

Proposal for a regulation Recital 13

Text proposed by the Commission

Amendment

(13) Attention should be paid not to deviate from the original methodological choices of EN ISO standard 14083:2023, in order to avoid inconsistencies in the calculation of greenhouse emissions of transport services on the market, especially in the context of international transport chains. However, ***from time to time***, it is appropriate to assess the need ***of*** a possible adjustment of EN ISO 14083:2023 from the perspective of Union policies, as well as future amendments to that standard that may be carried out by the European Committee of Standardisation, or another competent body. ***In case*** these assessments ***show*** a risk that certain part of the standard may create undue imbalances in calculating greenhouse gas emissions of transport services in specific market segments or lead to discrepancies between that standard

(13) Attention should be paid not to deviate from the original methodological choices of EN ISO standard 14083:2023, in order to avoid inconsistencies in the calculation of greenhouse emissions of transport services on the market, especially in the context of international transport chains. However it is appropriate to ***periodically*** assess the need ***for*** a possible adjustment of EN ISO 14083:2023 from the perspective of Union policies, ***including upcoming legislation***, as well as future amendments to that standard that may be carried out by the European Committee of Standardisation, or another competent body. ***If*** these assessments ***conclude that there is*** a risk that certain part of the standard may create undue imbalances in calculating greenhouse gas emissions of transport services in specific

and the objectives of this Regulation or other applicable Union law, the Commission, in cooperation with Member States, may consider to request the European Committee for Standardisation to revise the standard accordingly, or to decide for the exclusion of that part of the standard from the scope of this Regulation.

market segments or lead to discrepancies between that standard and the objectives of this Regulation or other applicable Union law, The Commission, in cooperation with Member States, may consider to request the European Committee for Standardisation to revise the standard accordingly, or to decide for the exclusion of that part of the standard from the scope of this Regulation. ***An amendment to the standard or a component creating a manifest risk of the incompatibility with the objectives of this Regulation and other applicable Union rules, notably with the Union’s long-term climate objective and intermediate targets as laid down in Regulation (EU) 2021/1119, and other Union climate law, should be excluded.***

Amendment 18

Proposal for a regulation

Recital 15

Text proposed by the Commission

(15) Different types of input data, including primary and secondary data, can be used to calculate greenhouse gas emissions of transport services. The use of primary data leads to most reliable and accurate results, and therefore should be ***prioritised to provide for the gradual uptake of these data*** in greenhouse gas emissions calculation processes. However, primary data might be ***unattainable*** or prohibitively expensive for ***certain stakeholders, especially SMEs***. Therefore, the use of secondary data should be allowed under ***clear*** conditions.

Amendment

(15) Different types of input data, including primary and secondary data, can be used to calculate greenhouse gas emissions of transport services. The use of primary data leads to most reliable and accurate results, and therefore should be ***mandatory*** in greenhouse gas emissions calculation processes. However, ***as*** primary data might be ***unachievable*** or prohibitively expensive for ***small and medium-sized companies, SMEs should be exempt***. Therefore, the use of secondary data should be allowed under ***the*** conditions ***laid out in this Regulation***. ***Access to in-vehicle data relevant for this purpose should be provided by OEMs to SMEs.***

Amendment 19

Proposal for a regulation
Recital 15 a (new)

Text proposed by the Commission

Amendment

(15a) Where a transport service organiser that partially or fully subcontracts the concrete performance of a transport service and decides to integrate the subcontractor's greenhouse gas emissions data in its overall calculation, it should be able to rely on secondary data in respect of the transport services performed by the subcontractor(s). Flexibility should be granted to use secondary data provided by one or several subcontractors, even if primary data is used for the calculation of greenhouse gas emissions deriving from the transport services performed by other subcontractors or by the transport service organiser's own fleet.

Amendment 20

Proposal for a regulation
Recital 15 b (new)

Text proposed by the Commission

Amendment

(15b) Member States are able to introduce incentives of an administrative, financial or operational nature to stimulate the use of primary data, and in this respect Member States should notify to the Commission when they put in place such incentives, in order for the Commission to monitor the well-functioning of the internal market and to ensure a level playing field.

Amendment 21

Proposal for a regulation
Recital 16

Text proposed by the Commission

(16) Regarding secondary data, greenhouse gas emissions of a transport service may be calculated by using default values or modelled data. The use of default values and modelled data should however provide accurate and reliable information on the greenhouse gas emissions of a specific transport service, and therefore those default values should be set and modelled data be developed in neutral and objective manner, based on trusted sources and adequate parameters.

Amendment

(16) Regarding secondary data, greenhouse gas emissions of a transport service may be calculated by using default values or modelled data. The use of default values and modelled data should however provide accurate and reliable information on the greenhouse gas emissions of a specific transport service, and therefore those default values should be set and modelled data be developed ***and recurrently updated*** in neutral and objective manner, based on trusted sources and adequate parameters. ***Databases and default values that would lead to the resulting emissions being understated as compared to those stated in primary data reporting are considered to be failing the technical quality checks concerning the accuracy and reliability of information. Those technical quality checks should be repeated regularly.***

Amendment 22

Proposal for a regulation
Recital 17

Text proposed by the Commission

(17) A core EU database of default values for greenhouse gas emission intensity should therefore be established to improve the comparability of greenhouse gas emissions results obtained in the application of this Regulation. However, given the sectorial, national and regional specificities of those default values across the Union, other relevant databases and datasets operated by third parties should be allowed on the condition that they undergo a technical quality check at Union level.

Amendment

(17) A core EU database of default values for greenhouse gas emission intensity should therefore be established to improve the comparability of greenhouse gas emissions results obtained in the application of this Regulation. ***This database should provide enough granularity and reflect the sectorial, national, and regional specificities across the Union, and should include separate tables for each mode of transport, ensuring regular updating and incorporating state-of-the-art technological advances in emission reduction where applicable.*** However, given the sectorial, national and regional

specificities of those default values across the Union, other relevant databases and datasets operated by third parties should be allowed on the condition that they undergo a technical quality check at Union level.

Amendment 23

Proposal for a regulation Recital 18 a (new)

Text proposed by the Commission

Amendment

(18a) A location-based approach, on the basis that a set of up-to-date and accurate intensity values is ensured for the different Member States, should be encouraged when quantifying emissions related to the usage of electricity on the basis of up-to-date and accurate emissions intensity values for each Member State. A market-based approach is further desirable, provided that proper traceability is ensured, by means of an accreditable contract with guarantees of origin. The databases established by this Regulation should use figures based on a location-based approach.

Amendment 24

Proposal for a regulation Recital 19

Text proposed by the Commission

Amendment

(19) The development and maintenance of the EU databases of default values for greenhouse gas emission intensity and greenhouse gas emission factors, as well as the technical quality check of external databases and datasets operated by third parties should be undertaken by a neutral and competent body operating at Union level. Given its remit, the European Environmental Agency is best placed to

(19) The development and maintenance of the EU databases of default values for greenhouse gas emission intensity and greenhouse gas emission factors ***established by this Regulation***, as well as the technical quality check of external databases and datasets operated by third parties should be undertaken by a neutral and competent body operating at Union level. Given its remit, the European

provide the necessary assistance for the proper implementation of this part of the Regulation. Where relevant, this work may rely on contribution from and be supported by other sectorial EU bodies, in accordance of separate Union law.

Environmental Agency is best placed to provide the necessary assistance for the proper implementation of this part of the Regulation. Where relevant, this work may rely on contribution from and be supported by other sectorial EU bodies, in accordance of separate Union law.

Amendment 25

Proposal for a regulation Recital 21

Text proposed by the Commission

(21) Regulation (EU) 2015/757⁵⁸ and Directive 2003/87/EC⁵⁹ require the collection, calculation and annual reporting of **CO₂** emissions from ships and aircrafts, respectively. Regulation (EU) 2015/757 and Directive 2003/87/EC may be to certain extent complementary to the provisions set out in this Regulation, especially in terms of producing fuel burnt data as an input for quantifying emissions of transport services. Input data for generating greenhouse gas emissions of transport services may also originate from the implementation of other legislative frameworks, such as Regulation (EU) 2019/1242⁶⁰ **and** Regulation (EU) 2019/631⁶¹.

⁵⁸ Regulation (EU) 2015/757 of the European Parliament and of the Council of 29 April 2015 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC (OJ L 123, 19.5.2015, p. 55–76)

⁵⁹ Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a scheme for greenhouse gas emission allowance trading within the Community and amending Council Directive 96/61/EC (OJ L 275,

Amendment

(21) Regulation (EU) 2015/757⁵⁸ and Directive 2003/87/EC⁵⁹ require the collection, calculation and annual reporting of **greenhouse gas** emissions from ships and aircrafts, respectively. Regulation (EU) 2015/757 and Directive 2003/87/EC may be to certain extent complementary to the provisions set out in this Regulation, especially in terms of producing fuel burnt data as an input for quantifying emissions of transport services. Input data for generating greenhouse gas emissions of transport services may also originate from the implementation of other legislative frameworks, such as Regulation (EU) 2019/1242, Regulation (EU) 2019/631 **and Regulation (EU) 2023/2405**.

⁵⁸ Regulation (EU) 2015/757 of the European Parliament and of the Council of 29 April 2015 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC (OJ L 123, 19.5.2015, p. 55–76)

⁵⁹ Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a scheme for greenhouse gas emission allowance trading within the Community and amending Council Directive 96/61/EC (OJ L 275,

25.10.2003, p. 32–46)

⁶⁰ Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO2 emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019)

⁶¹ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO2 emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (recast) (Text with EEA relevance.) (OJ L 111, 25.4.2019, p. 13–53)

25.10.2003, p. 32–46)

⁶⁰ Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO2 emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019)

⁶¹ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO2 emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (recast) (Text with EEA relevance.) (OJ L 111, 25.4.2019, p. 13–53)

Amendment 26

Proposal for a regulation

Recital 22

Text proposed by the Commission

(22) It is appropriate to lay down common metrics to express greenhouse gas emissions output data that underlie the comparability of those data and allow for effective benchmarking of various transport services. Common metrics should also enable clear communication from a data provider and accurate understanding of this communication by a data recipient.

Amendment

(22) It is appropriate to lay down common metrics to express greenhouse gas emissions output data that underlie the comparability of those data and allow for effective benchmarking of various transport services. Common metrics should also enable clear communication from a data provider and accurate understanding of this communication by a data recipient. ***In this sense, when determining distances, particularly regarding establishing emissions intensity, the Commission should specify the detailed rules regarding the use of the Great Circle Distance ("GCD") option within ISO14083. Those rules should not prevent the use of primary data regarding actual distance, such as in the rail sector.***

Amendment 27

Proposal for a regulation Recital 23 a (new)

Text proposed by the Commission

Amendment

(23a) The disclosure of information regarding greenhouse gas emissions prior to the provision of a transport service is crucial to encourage an informed decision-making process by citizens and influences business decisions of entities organising and providing these services on the market. Therefore, information on greenhouse gas emissions related to a specific transport service should be disclosed by concerned entities and data intermediaries, whenever possible, before the provision of the transport service. However, information on greenhouse gas emissions may be revealed after the provision of the transport service, particularly when communications between companies need a more detailed level of information, notably in the context of logistics chains and subcontracting contract relationships.

Amendment 28

Proposal for a regulation Recital 23 b (new)

Text proposed by the Commission

Amendment

(23b) Data intermediaries should be obliged to incorporate the information visibly on each search result and to include emissions ranking as a default sorting option, whereby the most environmentally friendly option would be displayed first, as well as an easy comparison between different modal choices, including the use of private vehicle as well as bicycle options where appropriate. E-commerce operators should also display the transport service

emissions associated to the different parcel delivery options, alongside the currently available estimated date and cost. The output data related to actual emissions of the transport service should be also provided after its completion.

Amendment 29

Proposal for a regulation Recital 26

Text proposed by the Commission

(26) External calculation tools that are provided on the market for the broader commercial and non-commercial use can facilitate the accounting of greenhouse gas emissions of transport services, thus supporting its uptake by the wider groups of stakeholders. The use of these tools should be certified to guarantee that they conform to the requirements of this Regulation, especially as regards the use of the common reference methodology and an appropriate set of input data.

Amendment

(26) External calculation tools that are provided on the market for the broader commercial and non-commercial use can facilitate the accounting of greenhouse gas emissions of transport services, thus supporting its uptake by the wider groups of stakeholders. The use of these tools should be certified to guarantee that they conform to the requirements of this Regulation, especially as regards the use of the common reference methodology and an appropriate set of input data. ***The certification should specify whether the calculation tool supports calculations based on primary data.***

Amendment 30

Proposal for a regulation Recital 26 a (new)

Text proposed by the Commission

Amendment

(26a) In order to create a common and easily comparable procedure, as well as to reduce the administrative and financial burden on entities wishing to calculate their emissions, in particular SMEs, the Commission should develop a free of charge public calculation tool that guarantees accessibility of output data and that is easy-to-use and easily

accessible online. This calculation tool should be accompanied by step-by-step guidance documents. The Commission should ensure that this tool helps raise awareness and incentivises the use of primary data for the calculation of greenhouse gas emissions.

Amendment 31

Proposal for a regulation

Recital 27

Text proposed by the Commission

(27) A properly designed verification system for the conformity of greenhouse gas emissions output data disclosed on the market and underlying calculation processes, to the requirements set out under this Regulation, should substantially increase trust in the reliability and accuracy of those data. Entities that have successfully undergone the conformity assessment should be entitled to obtain a proof of compliance, to be commonly recognised across the Union. *Where primary data were included*, the proof of compliance should *acknowledge it, especially* to incentivise the collection and use of primary data by any entity concerned by the rules set out by this Regulation.

Amendment

(27) A properly designed verification system for the conformity of greenhouse gas emissions output data disclosed on the market and underlying calculation processes, to the requirements set out under this Regulation, should substantially increase trust in the reliability and accuracy of those data. Entities that have successfully undergone the conformity assessment should be entitled to obtain a proof of compliance, to be commonly recognised across the Union. The proof of compliance should *specify the share of primary data used, in order* to incentivise the collection and use of primary data by any entity concerned by the rules set out by this Regulation.

Amendment 32

Proposal for a regulation

Recital 28 a (new)

Text proposed by the Commission

Amendment

(28a) Greenhouse gas emissions accounting based on primary data could reveal the amount of fuel or energy consumed that is related to the assignments of specific customers, and

therefore emissions can be reversely converted into the cost of operation. Especially in the freight transport sector, this negatively affects the negotiating power of SMEs. Therefore, large enterprises should not be allowed to request greenhouse gas emissions based on primary data from value chain partners, in particular from SMEs.

Amendment 33

Proposal for a regulation Recital 29 b (new)

Text proposed by the Commission

Amendment

(29b) To ensure the proper uptake and implementation of this Regulation, Member States should contribute to its enforcement, including by establishing a system of penalties. The financial penalties should be proportionate and dissuasive, and take into account any recurrence of the failure to comply with calculation and information requirements or of the provision of misleading information by concerned entities. The minimum or maximum amounts established should by no means generate any incentive to non-compliance.

Amendment 34

Proposal for a regulation Article 1 – paragraph 1

Text proposed by the Commission

Amendment

This Regulation establishes rules for the accounting of the greenhouse gas emissions of transport services that start or end on the Union territory.

This Regulation establishes rules for the accounting **and the disclosure** of the greenhouse gas emissions of transport services that start or end on the Union territory.

Amendment 35

Proposal for a regulation Article 2 – paragraph 1

Text proposed by the Commission

This Regulation applies to **any entity** providing or organising freight and passenger services in the Union that **calculates** greenhouse gas emissions of a transport service starting or ending on the Union territory **and discloses** disaggregated information on those emissions to any third party **for commercial or regulatory purposes**.

Amendment

This Regulation applies to:

(a) entities providing or organising freight and passenger **transport** services in the Union that **calculate** greenhouse gas emissions of a transport service starting or ending on the Union territory, **and disclose** disaggregated information on those emissions to any third party.

(b) data intermediaries that calculate information on greenhouse gas emissions of transport services and not only disclose information on those emissions provided by a concerned entity or other relevant legal or natural person.

Amendment 36

Proposal for a regulation Article 3 – paragraph 1 – point 1

Text proposed by the Commission

(1) “greenhouse gas” means gaseous constituent of the atmosphere, both natural and anthropogenic, that absorbs and emits radiation at specific wavelengths within the spectrum of infrared radiation emitted by the Earth's surface, the atmosphere and clouds;

Amendment

(1) “greenhouse gas” means gaseous constituent of the atmosphere, both natural and anthropogenic, that absorbs and emits radiation at specific wavelengths within the spectrum of infrared radiation emitted by the Earth's surface, the atmosphere and clouds **as set out in the latest Intergovernmental Panel on Climate Change (IPCC) Assessment Report;**

Amendment 37

Proposal for a regulation

Article 3 – paragraph 1 – point 13

Text proposed by the Commission

(13) “data intermediary” means a legal or natural person collecting **and** disclosing information on greenhouse gas emissions of a transport service **on the basis of separate legal, contractual or other relevant arrangements**;

Amendment

(13) “data intermediary” means a legal or natural person collecting, **calculating or** disclosing information on greenhouse gas emissions of a transport service;

Amendment 38

Proposal for a regulation

Article 3 – paragraph 1 – point 17

Text proposed by the Commission

(17) “greenhouse gas emission factor” coefficient relating greenhouse gas activity **with** the greenhouse gas emission;

Amendment

(17) “greenhouse gas emission factor” **means a** coefficient relating **the specified** greenhouse gas activity **data to** the greenhouse gas emission;

Amendment 39

Proposal for a regulation

Article 3 – paragraph 1 – point 18

Text proposed by the Commission

(18) “well-to-wheel greenhouse emissions” means emissions representing the greenhouse gas impact stemming from both vehicle use and vehicle energy provision

Amendment

(18) “well-to-wheel greenhouse emissions” means emissions representing the greenhouse gas impact stemming from both vehicle use and vehicle energy provision, **which is a subset of full life cycle emissions**;

Amendment 40

Proposal for a regulation
Article 3 – paragraph 1 – point 19 a (new)

Text proposed by the Commission

Amendment

(19a) “full life cycle emissions” means the emissions representing the sum of the corresponding share of emissions related to the construction of infrastructure used by the vehicle, the emissions related to production, maintenance and end of life of the vehicle and the well-to-wheel emissions;

Amendment 41

Proposal for a regulation
Article 3 – paragraph 1 – point 23

Text proposed by the Commission

Amendment

(23) “default value” means secondary data value drawn from a published source, **which** is taken as default in case of lack of primary or modelled data;

(23) “default value” means secondary data value drawn from a published source **and verified by a conformity assessment body that** is taken as default in case of lack of primary, or modelled data;

Amendment 42

Proposal for a regulation
Article 3 – paragraph 1 – point 30 a (new)

Text proposed by the Commission

Amendment

(30a) “transport service organiser” means an entity that provides transport services within which the operation of some transport chain elements are subcontracted to one or more entities that operate them.

Amendment 43

Proposal for a regulation
Article 3 – paragraph 1 – point 30 b (new)

Text proposed by the Commission

Amendment

(30b) “transport subcontractor” means an entity providing transport operations for one or more transport chains elements on behalf of a transport service organiser, under contractual arrangements.

Amendment 44

Proposal for a regulation Article 4 – paragraph 1

Text proposed by the Commission

Amendment

1. The greenhouse gas emissions of transport services shall be calculated on the basis of the methodology defined in EN ISO 14083:2023 standard, in its up-to-date version, and the rules set out in Chapter III of this Regulation.

1. The **well-to-wheel** greenhouse gas emissions of transport services shall be calculated on the basis of the methodology defined in EN ISO 14083:2023 standard, in its up-to-date version, and the rules set out in Chapter III of this Regulation.

Amendment 45

Proposal for a regulation Article 4 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. By ... [the date of entry into force of this Regulation], the Commission shall make access to EN ISO 14083:2023 standard free of charge, via an easily accessible website.

Amendment 46

Proposal for a regulation Article 4 – paragraph 2

Text proposed by the Commission

Amendment

2. The Commission shall assess the need for an adjustment of any component

2. **No later than 36 months after the date of application of this Regulation,** the

of the standard referred to in paragraph 1, ***not later than 36 months after the date of application of this Regulation.***

Commission shall assess the need for an adjustment of any component of the standard referred to in paragraph 1, ***in particular in order to ensure its consistency with the Union's long-term climate objective and intermediate climate targets as laid down in Regulation (EU) 2021/1119 and other Union climate and energy law.***

Amendment 47

Proposal for a regulation Article 4 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. By ... [24 months from the date of entry into force of this Regulation], the Commission shall present a report to the European Parliament and the Council setting out a common Union methodology to calculate the life-cycle greenhouse gas emissions of all transport modes, in particular emissions stemming from manufacturing, maintenance and disposal of vehicles. It shall duly take into account any methodologies for life-cycle emissions developed in accordance with Regulation (EU) 2019/631, Regulation (EU) 2023/1542 and Regulation (EU) 2019/1242. The report shall assess the best approach to implement the common Union life-cycle methodology for the purpose of this Regulation and shall, as appropriate, be accompanied immediately by a legislative proposal to amend this Regulation.

Amendment 48

Proposal for a regulation Article 4 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

2b. *As part of the assessment referred to in paragraph 2, the Commission shall assess the feasibility and economic, environmental, health and social impacts of the inclusion of accounting of air pollution caused by transport services that start or end on the Union territory to the scope of this Regulation.*

Amendment 49

Proposal for a regulation Article 4 – paragraph 6

Text proposed by the Commission

Amendment

6. The Commission is empowered to adopt **implementing** acts in accordance with Article 17 to supplement this Regulation with a view to clarify the reference methodology referred to in paragraph 1, to ensure its uniform implementation on the market as regards the approach for determining appropriate emission-relevant parameters for calculating greenhouse gas emissions before a service is provided, and, where applicable, other technical parameters related to the allocation of emissions or aggregation of data elements that are not explicitly explained in that methodology.

6. The Commission is empowered to adopt **delegated** acts in accordance with Article 16 to supplement this Regulation with a view to clarify the reference methodology referred to in paragraph 1, to ensure its uniform implementation on the market as regards the approach for determining appropriate emission-relevant parameters for calculating greenhouse gas emissions before a service is provided, and, where applicable, other technical parameters related to the allocation of emissions or aggregation of data elements that are not explicitly explained in that methodology.

Amendment 50

Proposal for a regulation Article 5 – paragraph 1

Text proposed by the Commission

Amendment

1. Entities referred to in Article 2 shall prioritise the use of primary data for calculating greenhouse gas emissions of a transport service.

1. Entities referred to in Article 2, **shall use primary data to calculate the greenhouse gas emissions of a transport service which they provide, with the**

exception of services provided by micro, small and medium-sized enterprises as defined in Commission Recommendation 2003/361/EC. SMEs shall prioritise the use of primary data for calculating greenhouse gas emissions of a transport service.

Amendment 51

Proposal for a regulation Article 5 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. When SMEs operate as transport subcontractors, they shall be able to rely on secondary data, even if the transport organiser is using primary data for calculating the greenhouse gas emissions deriving from a transport service performed by other transport subcontractors or its own fleet.

Amendment 52

Proposal for a regulation Article 5 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1b. Member States may introduce administrative, financial or operational incentives to stimulate the use of primary data and should notify to the Commission their nature and timeframe.

Amendment 53

Proposal for a regulation Article 5 – paragraph 2 – introductory part

Text proposed by the Commission

Amendment

2. The use of secondary data for calculating greenhouse gas emissions of a

2. The use of secondary data for calculating greenhouse gas emissions of a

transport service shall be allowed under the following conditions:

transport service shall be allowed *for SMEs* under the following conditions:

Amendment 54

Proposal for a regulation

Article 5 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. *By ... [12 months from the date of entry into force of this Regulation], the Commission shall adopt delegated acts in accordance with Article 16 to supplement this Regulation by laying down detailed rules of applying cut-off criteria and deviations from the greater circle distance (“GCD”).*

Amendment 55

Proposal for a regulation

Article 5 – paragraph 2 b (new)

Text proposed by the Commission

Amendment

2b. *Original Equipment Manufacturers (“OEMs”) shall grant adequate access to relevant in-vehicle data to SMEs, to the extent that is necessary for the purpose of compliance with this Regulation, and as long as it is relevant for the purpose of facilitating their accurate data collection and subsequent calculations.*

Amendment 56

Proposal for a regulation

Article 6 – paragraph 1

Text proposed by the Commission

Amendment

1. The Commission with the assistance of the European Environmental

1. The Commission with the assistance of the European Environmental

Agency, shall establish a core EU database of default emission intensity values referred to in Article 5 (2), point (a)(i).

Agency, ***taking into account the expertise of relevant stakeholders and other sectoral EU bodies***, shall establish ***within 18 months after the entry into force of this Regulation***, a core EU database of default emission intensity values referred to in Article 5 (2), point (a)(i) ***that is available free of charge***.

Amendment 57

Proposal for a regulation Article 6 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. When establishing the core EU database of default emission intensity values referred to in Article 5 (2), point (a)(i), the Commission and the European Environmental Agency shall produce a separate table for each mode of transport.

Amendment 58

Proposal for a regulation Article 6 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1b. 1b. When developing the default greenhouse gas emission intensity values, the Commission shall:

(a) apply the location-based approach for which the standard referred to in Article 4 provides (“the location based approach”);

(b) take into account the greenhouse gas emissions factors that have been determined in accordance with Directive (EU) 2018/2001.

Amendment 59

Proposal for a regulation
Article 6 – paragraph 1 c (new)

Text proposed by the Commission

Amendment

1c. *When greenhouse gas emissions from electricity consumed by transport can be quantified by using the location-based approach and the market-based approach under EN ISO 14083:2023 the market-based electricity mix shall be reported, provided the conditions set within Annex J of the mentioned standard are fulfilled.*

Amendment 60

Proposal for a regulation
Article 6 – paragraph 1 d (new)

Text proposed by the Commission

Amendment

1d. *Until the core EU database is established, entities may refer to other national databases, which are deemed to have been verified, pursuant to Article 13(8) or which have been verified under other existing Union law provided that such data is available at the same aggregation level as the one required by this Regulation.*

Amendment 61

Proposal for a regulation
Article 6 – paragraph 2

Text proposed by the Commission

Amendment

2. The Commission shall ensure the maintenance, update **and** continuous development of the database referred to in paragraph 1, taking into account for the evolution of the technological state-of-the-art in the transport sector and of new methodological approaches for calculating

2. The Commission shall ensure, **at least annually**, the maintenance, update, continuous development, **and an appropriate level of security** of the database referred to in paragraph 1, taking into account for the evolution of the technological state-of-the-art in the

greenhouse gas emissions.

transport sector and of new methodological approaches for calculating greenhouse gas emissions. ***Any updates to the default values shall be notified to the public without delay. Following such an update, concerned entities shall use the latest available data to calculate and disclose their greenhouse gas emissions information.***

Amendment 62

Proposal for a regulation

Article 6 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. The Commission, with the assistance of the European Environmental Agency, and taking into account the expertise of relevant stakeholders, shall ensure that technical quality checks of default values for greenhouse gas emission intensity are conducted, similarly to those applicable to databases or datasets operated by third parties.

Amendment 63

Proposal for a regulation

Article 6 – paragraph 3

Text proposed by the Commission

Amendment

3. Access to the database referred to in paragraph 1, to consult or use default emission intensity values shall be open to the public and free of charge.

3. Access to the database referred to in paragraph 1, to consult or use default emission intensity values shall be ***easily accessible***, open to the public, and free of charge.

Amendment 64

Proposal for a regulation

Article 7 – paragraph 1

Text proposed by the Commission

1. A developer of a database or dataset referred to in Article 5 (2), point (a)(ii) shall submit an application to the Commission for a technical quality check of default values for greenhouse gas emission intensity included in that database or dataset. The Commission, with the assistance of the European Environmental Agency, shall conduct the technical quality check in accordance with the requirements set out in Articles 4 to 8 of this Regulation.

Amendment

1. ***A database or dataset referred to in Article 5 (2), point (a)(ii) may only be used to derive secondary data as long as it provides more granular or sector related data than the ones included in the core EU database referred to in Article 6.*** A developer of a database or dataset referred to in Article 5 (2), point (a)(ii) shall submit an application to the Commission for a technical quality check of default values for greenhouse gas emission intensity included in that database or dataset. The Commission, with the assistance of the European Environmental Agency, shall conduct the technical quality check in accordance with the requirements set out in Articles 4 to 8 of this Regulation. ***The technical quality check shall be conducted within 12 months from the official receipt of the application.***

Amendment 65

**Proposal for a regulation
Article 7 – paragraph 1 a (new)**

Text proposed by the Commission

Amendment

1a. The technical quality check of databases and datasets of default values for greenhouse emission intensity referred in paragraph 1 shall include a comparison between emissions as reported by using primary data, and emissions as they would be reported using the database or default values, for equivalent representative use cases. Databases and default values that would lead to the resulting emissions being understated as compared to those stated in primary data reporting shall receive a negative assessment from the technical quality check.

Amendment 66

Proposal for a regulation Article 7 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1b. *The technical quality check shall also ensure that databases and datasets operated by third parties comply with the rules detailed in the delegated act referred to in paragraph 2a of Article 5.*

Amendment 67

Proposal for a regulation Article 7 – paragraph 2

Text proposed by the Commission

Amendment

2. Only databases and datasets of default emission intensity values that have been positively assessed in that technical quality check referred to paragraph 1 shall be used for the purpose of using secondary data in accordance with Article 5 (2), point (a)(ii).

2. Only databases and datasets of default emission intensity values that have been positively assessed in that technical quality check referred to paragraph 1 shall be used for the purpose of using secondary data in accordance with Article 5 (2), point (a)(ii). ***The Commission shall publish and maintain an up-to-date list of the databases of default values for greenhouse gas emission intensity operated by third parties that have been positively assessed. The up-to-date list shall be publicly available on a dedicated website.***

Amendment 68

Proposal for a regulation Article 7 – paragraph 3

Text proposed by the Commission

Amendment

3. The technical quality check is required as from **24** months after the date of the application ***of this Regulation***, at the latest. A record of positive assessment of

3. The technical quality check is required as from **12** months after the date of the application ***mentioned in paragraph 1***, at the latest. A record of positive

that quality check shall be valid for two years.

assessment of that quality check shall be valid for two years.

Amendment 69

Proposal for a regulation

Article 7 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. Access to the database referred to in paragraph 1, to consult or use default emission intensity values shall be open to the public and free of charge for SMEs.

Amendment 70

Proposal for a regulation

Article 8 – paragraph 1

Text proposed by the Commission

Amendment

1. The Commission, with the assistance of the European Environmental Agency, shall establish a central EU database of default greenhouse gas emission factors referred to in Article 5(2), point (b).

1. **By ... [12 months from the date of entry into force of this Regulation],** the Commission, with the assistance of the European Environmental Agency, **and taking into account the expertise of relevant stakeholders and other sectoral EU bodies,** shall establish a central EU database of default greenhouse gas emission factors referred to in Article 5(2), point (b).

Amendment 71

Proposal for a regulation

Article 8 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. When developing the default greenhouse gas emission factors, the Commission shall :

(a) apply the location-based approach for which the standard referred to in Article 4

*provides (“the location based approach”);
(b) take into account the greenhouse gas emissions factors that have been determined in accordance with Directive (EU) 2018/2001.*

Amendment 72

Proposal for a regulation Article 8 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1b. When greenhouse gas emissions from electricity consumed by transport can be quantified by using the location-based approach and the market-based approach under EN ISO 14083:2023 the market-based electricity mix shall be reported, provided the conditions set out in Annex J of the mentioned standard are fulfilled.

Amendment 73

Proposal for a regulation Article 8 – paragraph 1 c (new)

Text proposed by the Commission

Amendment

1c. Until the central EU database is established, entities may refer to other national databases, which are deemed to have been verified, pursuant to Article 13(8) or which have been verified under other existing Union law provided that such data is available at the same aggregation level as the one required by this Regulation.

Amendment 74

Proposal for a regulation Article 8 – paragraph 2

Text proposed by the Commission

2. The Commission, with the assistance of the European Environmental Agency, shall ensure **the** maintenance, update and continuous development of the database referred to in paragraph 1, taking into account the evolution of the technological state-of-the-art in the transport sector and of new methodological approaches for calculating greenhouse gas emissions.

Amendment

2. The Commission, with the assistance of the European Environmental Agency, shall ensure, **at least annually**, maintenance, update, and continuous development, **and an appropriate level of security**, of the database referred to in paragraph 1, taking into account the evolution of the technological state-of-the-art in the transport sector and of new methodological approaches for calculating greenhouse gas emissions. **Any updates to the default values shall be notified to the public without delay. Following such an update, concerned entities shall use the latest available data to calculate and disclose their greenhouse gas emissions information.**

Amendment 75

**Proposal for a regulation
Article 8 – paragraph 3**

Text proposed by the Commission

3. Access to the database referred to in paragraph 1, to consult or use default greenhouse gas emission factors for the transport energy carriers shall be open to the public and free of charge.

Amendment

3. Access to the database referred to in paragraph 1, to consult or use default greenhouse gas emission factors for the transport energy carriers shall be **easily accessible**, open to the public, and free of charge.

Amendment 76

**Proposal for a regulation
Article 8 a (new)**

Text proposed by the Commission

Amendment

Article 8a

Governance support for small and medium enterprises

1. By ... [12 months from the date of entry into force of this Regulation], the Commission shall have developed a simplified calculation tool for SMEs that is publicly accessible, user-friendly and free of charge, in accordance with Article 11. It shall be accompanied by step-by-step guidance documents, clearly explaining how that calculation tool functions.

2. The Commission shall monitor the risk that the data disclosed by SMEs acting as subcontractors, under this Regulation, could be used by transport service organisers for unfair market practices. By .. [2 years from the date of entry into force of this Regulation], the Commission shall present a report to the European Parliament and the Council. That report shall be accompanied, if appropriate, by a legislative proposal to provide measures to protect the confidentiality of commercially sensitive data.

Amendment 77

Proposal for a regulation Article 9 – paragraph 3 – introductory part

Text proposed by the Commission

3. The output data *as a minimum* shall consist total mass of carbon dioxide equivalent (CO₂e) per transport service, and, in relation to a type of transport service concerned, at least one of the following data metrics:

Amendment

3. The output data shall consist *of the* total mass of carbon dioxide equivalent (CO₂e) per transport service, and, in relation to a type of transport service concerned, at least one of the following data metrics:

Amendment 78

Proposal for a regulation Article 10 – paragraph 1

Text proposed by the Commission

1. Concerned entities shall disclose

Amendment

1. Concerned entities shall disclose

output data in a clear and unambiguous manner. When concerned entities disclose output data, in the communication accompanying this disclosure they shall include the following statement “Well-to-wheel greenhouse gas emissions calculated in accordance with Regulation [reference to this Regulation] **of the European Parliament and the Council**”, at least in one of the official languages of the EU, and where possible, in an official language of a Member State on the territory of which the service is performed.

output data in a clear and unambiguous manner **whenever possible before the provision of a transport service or the conclusion of the contract**, . When concerned entities disclose output data, in the communication accompanying this disclosure they shall include the following statement “Well-to-wheel greenhouse gas emissions calculated in accordance with **EU** Regulation [reference to this Regulation]”, at least in one of the official languages of the EU, and where possible, in an official language of a Member State on the territory of which the service is performed.

Amendment 79

Proposal for a regulation Article 10 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Concerned entities may choose to display visibly the following information:

(a) whether their data is subject to the annual verification;

(b) whether they have used primary data in which case the variables derived from primary data shall be provided;

(c) whether they have used the EU calculation tool established by paragraph 2a of article 9.

Amendment 80

Proposal for a regulation Article 10 – paragraph 2

Text proposed by the Commission

Amendment

2. Where output data are **obtained and** disclosed by a data intermediary on the basis of separate arrangements, the rules laid down in paragraph 1 and Article 9(3)

2. Where output data are disclosed by a data intermediary, **in particular digital navigation and journey route planning services**, on the basis of separate

shall apply. When disclosing output data, the data intermediary shall include a reference to the source of these data.

arrangements, the rules laid down in paragraph 1 and Article 9(3) shall apply. When disclosing output data, the data intermediary shall include a reference to the source of these data.

Amendment 81

Proposal for a regulation Article 10 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. Information on greenhouse gas emissions of a transport service shall be provided to digital data intermediaries by a concerned entity or other relevant legal or natural person. Output data disclosed by those digital data intermediaries shall incorporate the information visibly on each search result and include emissions ranking as a default sorting option, whereby the most environmentally friendly option would be displayed first, as well as an easy comparison between different modal choices, including the use of private vehicles, as well as bicycle options, where appropriate.

Amendment 82

Proposal for a regulation Article 10 – paragraph 4 – point b

Text proposed by the Commission

Amendment

(b) it shall be made available upon request of a competent authority, or another third party insofar separate legal or contractual arrangements apply;

(b) it shall be made available upon request of a competent authority, ***in accordance with the rules set out in the delegated act referred to in Article 13(9)***, or another third party insofar separate legal or contractual arrangements apply;

Amendment 83

Proposal for a regulation
Article 10 – paragraph 5

Text proposed by the Commission

5. The output data and evidence referred to in paragraph 5 shall be established in a clear and unambiguous manner, at least in one of the official languages of the Union. *Where possible*, they shall be made available in the form of a weblink, QR code or equivalent.

Amendment

5. The output data and evidence referred to in paragraph 4 shall be established in a clear and unambiguous manner, at least in one of the official languages of the Union. They shall be made ***in a harmonised and simple form***, available in the form of a weblink, QR code or equivalent, ***enabling interoperability of output data and evidence across different providers of transport services***.

Amendment 84

Proposal for a regulation
Article 10 – paragraph 7

Text proposed by the Commission

7. Any recipient of output data and of evidence referred to in paragraph 5, shall take measures to ensure the confidentiality of relevant commercial data that are processed and communicated in accordance with this Regulation, and ensure that such data may be accessed, processed and disclosed only when authorised.

Amendment

7. Any recipient of output data and of evidence referred to in paragraph 4, shall take measures to ensure the confidentiality of relevant commercial data that are processed and communicated in accordance with this Regulation, and ensure that such data may be accessed, processed and disclosed only when authorised.

Amendment 85

Proposal for a regulation
Article 11 – paragraph 2

Text proposed by the Commission

2. Calculation tool developer shall submit an application to a conformity assessment body that shall assess the compliance of the calculation tool with the requirements laid down in Articles 4 to 9.

Amendment

2. Calculation tool developer shall submit an application to a conformity assessment body that shall assess the compliance of the calculation tool with the requirements laid down in Articles 4 to 9.

In the case of a positive assessment, the conformity assessment body shall issue a certificate of conformity of the calculation tool to this Regulation. In the case of a negative assessment, the conformity assessment body shall provide the reasons for the negative assessment to the applicant.

In the case of a positive assessment, the conformity assessment body shall issue a certificate of conformity of the calculation tool to this Regulation ***specifying whether the tool supports calculations based on primary data***. In the case of a negative assessment, the conformity assessment body shall provide the reasons for the negative assessment to the applicant.

Amendment 86

Proposal for a regulation

Article 11 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. Calculation tools that are used internally by an entity to calculate greenhouse gas emissions of a transport service within the scope of this Regulation shall also be aligned with the requirements set out by the reference methodology referred to in Article 4(1).

Amendment 87

Proposal for a regulation

Article 11 – paragraph 5

Text proposed by the Commission

Amendment

5. The Commission shall publish on its official website ***a*** list of all calculation tools that are certified in accordance with paragraph 1 and paragraph 2.

5. The Commission shall publish on its official website ***an easily accessible*** list of all calculation tools that are certified in accordance with paragraph 1 and paragraph 2, ***as well as link to the websites referred in paragraph 3.***

Amendment 88

Proposal for a regulation

Article 12 – paragraph 1

Text proposed by the Commission

1. Output data referred to in Article 9 shall be subject to verification of its conformity with the requirements laid down in Articles 4 to 9 of this Regulation.

Amendment

1. Output data referred to in Article 9 shall be subject to verification of its conformity with the requirements laid down in Articles 4 to 9 of this Regulation. ***Verification shall be carried out at least annually in accordance with the delegated acts referred to in Article 13(9). Verification may also be requested by the conformity assessment body, another concerned entity or its customers.***

Amendment 89

**Proposal for a regulation
Article 12 – paragraph 2**

Text proposed by the Commission

2. The verification requirements referred to in paragraph 1 shall apply to concerned entities referred to Article 2, with the exception of micro, small and medium-sized enterprises referred to in Commission Recommendation 2003/361/EC⁶⁶. The micro, small and medium-sized enterprises may undergo the verification upon their request.

Amendment

2. The ***annual*** verification requirements referred to in paragraph 1 shall apply to concerned entities referred to ***in*** Article 2, with the exception of micro, small and medium-sized enterprises referred to in Commission Recommendation 2003/361/EC⁶⁶. The micro, small and medium-sized enterprises may undergo the verification upon their request.

⁶⁶ Commission Recommendation 2003/361/EC of 6 May 2003 concerning the definition of micro, small and medium-sized enterprises (OJ L 124, 20.5.2003, p. 36).

⁶⁶ Commission Recommendation 2003/361/EC of 6 May 2003 concerning the definition of micro, small and medium-sized enterprises (OJ L 124, 20.5.2003, p. 36).

Amendment 90

**Proposal for a regulation
Article 13 – paragraph 1**

Text proposed by the Commission

1. The conformity assessment body

Amendment

1. The conformity assessment body

referred to in Article 14 shall verify the reliability, credibility, adherence and accuracy of the output data disclosed by a concerned entity.

referred to in Article 14 shall verify the reliability, credibility, adherence and accuracy of the output data disclosed by a concerned entity. ***Verification shall be carried out at least annually, and in accordance with the detailed rules set out in the delegated acts referred to in Article 13(9).***

Amendment 91

Proposal for a regulation Article 13 – paragraph 2 – point b

Text proposed by the Commission

(b) the source(s) of the input data used for the calculation;

Amendment

(b) the source(s) of the input data used for the calculation, ***and the share of primary data used;***

Amendment 92

Proposal for a regulation Article 13 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. Data intermediaries shall be verified on the basis of whether their algorithms properly incorporate and enable the display of faithfully sorted information according to emissions including it as a default option, as well as the different data quality-related filters or highlights, as referred to in Article 10(2a).

Amendment 93

Proposal for a regulation Article 13 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Where the entity uses its own calculation tools for the output data

referred to in the first sentence of Article 9(1), the conformity assessment body shall assess their compliance with the requirements of the reference methodology referred to in Article 4(1)).

Amendment 94

Proposal for a regulation Article 13 – paragraph 4

Text proposed by the Commission

4. Where the verification assessment identifies incorrect calculations or non-compliance with Articles 4 to 9 of this Regulation, the conformity assessment body shall inform the entity concerned thereof ***in a timely manner***. That entity shall then correct the calculation or remedy non-conformities so as to enable the verification process to be completed.

Amendment

4. Where the verification assessment identifies incorrect calculations or non-compliance with Articles 4 to 9 of this Regulation, the conformity assessment body shall inform the entity concerned thereof ***without delay***. That entity shall then correct the calculation or remedy non-conformities so as to enable the verification process to be completed.

Amendment 95

Proposal for a regulation Article 13 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. If the entity, following at least two notifications by the conformity assessment body, refuses to correct the calculations or remedy non-conformities with regard to Article 4 to 9 of this Regulation, the competent authority shall at the request of the conformity assessment body initiate a penalty procedure in accordance with the detailed rules set out in the delegated act referred to in paragraph 9. The penalties provided for shall be effective, proportionate and dissuasive and may take into account, among other aspects the economic benefits generated or expected to be generated by the concerned entity from the non-compliance, where

applicable.

Amendment 96

Proposal for a regulation Article 13 – paragraph 5

Text proposed by the Commission

5. The entity concerned shall provide the conformity assessment body with any additional information that enables it to carry out the verification procedures. The conformity assessment body may conduct checks during the verification process to determine the reliability of data and calculations.

Amendment

5. The entity concerned shall provide, ***within 30 days***, the conformity assessment body with any additional information that enables it to carry out the verification procedures. The conformity assessment body may conduct checks during the verification process, ***in accordance with the detailed rules set out in the delegated act referred to in paragraph (9)***, to determine the reliability of data and calculations.

Amendment 97

Proposal for a regulation Article 13 – paragraph 6

Text proposed by the Commission

6. Upon completion of the verification, the conformity assessment body shall draw up, ***where appropriate***, a proof of compliance confirming that the output data comply with the respective requirements set out in this Regulation.

Amendment

6. Upon completion of the verification, the conformity assessment body shall draw up a proof of compliance confirming that the output data comply with the respective requirements set out in this Regulation ***and specifying whether the entity uses primary data.***

Amendment 98

Proposal for a regulation Article 13 – paragraph 7

Text proposed by the Commission

7. The conformity assessment body concerned shall draw up and maintain an

Amendment

7. The conformity assessment body concerned shall draw up and maintain an

up-to-date list of the entities that have undergone the verification pursuant to paragraphs 1 to 6. By 31 March each year, the conformity assessment body shall notify that list to the Commission.

up-to-date list of the entities that have undergone the **annual** verification pursuant to paragraphs 1 to 6. By 31 March each year, the conformity assessment body shall notify that list to the Commission.

Amendment 99

Proposal for a regulation Article 13 – paragraph 9

Text proposed by the Commission

9. The Commission shall adopt **implementing** acts in accordance with Article 17 laying down detailed rules on the verification of the output **data and** the related proof of compliance. Those rules shall include provisions related to the evidence referred to in Article 10(5), and the communication rights associated with the use of primary data referred to in Article 10(4).

Amendment

9. The Commission shall adopt **delegated** acts in accordance with Article 16 laying down detailed rules on the verification of the output **date**, the related proof of compliance **and penalty procedures**. Those rules shall include provisions related to the evidence referred to in Article 10(5), and the communication rights associated with the use of primary data referred to in Article 10(4).

Amendment 100

Proposal for a regulation Article 14 – paragraph 2

Text proposed by the Commission

2. The conformity assessment body shall be independent from **an** entity applying for the verification or certification activities referred to in Articles 11, 12 and 13.

Amendment

2. The conformity assessment body shall be independent from **any** entity applying for the verification or certification activities referred to in Articles 11, 12 and 13.

Amendment 101

Proposal for a regulation Article 16 – paragraph 2

Text proposed by the Commission

2. The power to adopt delegated acts

Amendment

2. The power to adopt delegated acts

as referred to in Article 4(4), Article 4(5), Article **9(4)** and Article 15(4) shall be conferred on the Commission for an undetermined period of time from [OP: Please insert a date: entry into force of this Regulation].

as referred to in Article 4(4), Article 4(5), Article **4(6), Article 5(2a), Article 9(4), Article 13(9)** and Article 15(4) shall be conferred on the Commission for an undetermined period of time from [OP: Please insert a date: entry into force of this Regulation].

Amendment 102

Proposal for a regulation Article 16 – paragraph 3

Text proposed by the Commission

3. The delegation of power referred to in Article 4(4), Article 4(5), Article **9(4)** and Article 15(4) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

Amendment

3. The delegation of power referred to in Article 4(4), Article 4(5), Article **4(6), Article 5(2a), Article 9(4), Article 13(9)** and Article 15(4) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

Amendment 103

Proposal for a regulation Article 16 – paragraph 6

Text proposed by the Commission

6. A delegated act adopted pursuant to Article 4(4), Article 4(5), Article **9(4)** and Article 15(4) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of [two months] of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both

Amendment

6. A delegated act adopted pursuant to Article 4(4), Article 4(5), Article **4(6), Article 5(2a), Article 9(4), Article 13(9)** and Article 15(4) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of [two months] of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European

informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Amendment 104

Proposal for a regulation Article 18 – paragraph 1

Text proposed by the Commission

The Commission shall carry out an evaluation of this Regulation in light of the objectives that it pursues and present a report on the main findings to the European Parliament and the Council by [OP: please insert a date: **5 years** after the Regulation is applicable].

Amendment

The Commission shall carry out an evaluation of this Regulation in light of the objectives that it pursues and present a report on the main findings to the European Parliament and the Council by [OP: please insert a date: **36 months** after the Regulation is applicable].

The report referred to in paragraph 1 shall include:

(a) an assessment of the impacts for concerned entities regarding the bureaucratic burden created by the implementation of this Regulation;

(b) an assessment of the impacts of the implementation and application of this Regulation in light of the subcontracted operations;

(c) an assessment of the impact with respect to the national administrative, financial or operational incentives introduced by Member States as set out in Article 5, paragraph 1 b;

(d) an assessment of the impacts of a mandatory requirement to quantify and disclose greenhouse gas emissions, in accordance with the rules of this Regulation applicable to all entities organising and providing transport services.

Amendment 105

Proposal for a regulation
Article 19 – paragraph 2

Text proposed by the Commission

2. It shall apply from [OP: Please insert a date: **42** months after the entry into force of this Regulation].

Amendment

2. It shall apply from [OP: Please insert a date: **24** months after the entry into force of this Regulation].

Amendment 106

Proposal for a regulation
Article 19 – paragraph 3

Text proposed by the Commission

3. However, Article 4(4), Article 4(5) and Article 4 (6), Article **7(4)**, Article 9(4), Article 11(6), Article 13(9) and Article 15(4) shall apply from the date of entry into force of this Regulation.

Amendment

3. However, Article 4(4), Article 4(5) and Article 4 (6), Article **6(1)**, **Article 7(4)**, **Article 8(1)**, Article 9(4), Article 11(6), Article 13(9) and Article 15(4) shall apply from the date of entry into force of this Regulation.

EXPLANATORY STATEMENT

On 11th July 2023, the Commission adopted the proposal for a Regulation on counting the greenhouse gas (GHG) emissions of transport services in EU (CountEmissionsEU) as part of the Greening freight transport legislative package.

GHG emissions accounting is a measure used in various economic sectors to generate GHG emissions data from specific activities of businesses and individuals. In the transport sector, transparent information on emissions of transport services empowers customers to make well-informed choices and influences business decisions of entities organising and providing these services on the market. Making reliable data on emissions available can encourage sustainability, innovation and behavioural change towards more sustainable transport options.

CountEmissionsEU provides a common framework for quantifying the GHG emissions of transport services based on an ISO standard. The objective is to improve the comparability of GHG emissions data shared in the entire multimodal transport chain. Additionally, the initiative aims to encourage economic operators and other relevant entities to increasingly adopt GHG emissions accounting, thereby contributing to the reduction of GHG emissions from transport services.

The Commission proposal does not make GHG emissions calculation or disclosure mandatory. However, it requires entity providing or organising a transport service using the common framework laid down in this proposal when disclosing data or if other Union laws or applicable national law requires such calculation and disclosure.

ISO standard 14083:2023

The Commission is proposing as the single methodology, the new ISO standard 14083:2023, for calculating emissions from transport services. This standard is recognised worldwide, thus creating the opportunity for global alignment.

Input data

In order to ensure comparable and accurate GHG calculation outputs, the Commission proposal prioritise the use of primary data. However, as primary data might be unattainable or prohibitively expensive for certain stakeholders, the use of secondary data, including default values, should be allowed under clear conditions. The Commission will create a harmonised set of default values that will be published in central EU databases while allowing the use of certified external databases developed by third parties. To encourage the use of primary data, the Rapporteurs make the use of primary data mandatory for all concerned entities, except for SMEs. They are also proposing that proofs of compliance issued by conformity assessment bodies should clearly specify whether concerned entities have used primary data. Finally, they plan to disclose whether external calculation tools support calculations based on primary data.

Entry into force and implementation

As part of the review clause, the Rapporteurs ask the Commission to assess the impacts of introducing a mandatory requirement for entities providing or organising a transport service to

quantify and disclose greenhouse gas emissions.

**ANNEX: ENTITIES OR PERSONS
FROM WHOM THE RAPPORTEUR HAS RECEIVED INPUT**

Pursuant to Article 8 of Annex I to the Rules of Procedure, the rapporteur Pascal Canfin declares that he has received input from the following entities or persons in the preparation of the report, until the adoption thereof in committee:

Entity and/or person
CEFIC
SNCF
T&E
ICCT
Smart Freight Centre
ADEME
Trainline
La Poste
BEUC
Arbeiterkammer Wien AK
Volvo
Scania
UNIFE
A4E

Pursuant to Article 8 of Annex I to the Rules of Procedure, the rapporteure Barbara Thaler declares that she has received input from the following entities or persons in the preparation of the draft report:

Entity and/or person
ACEA
Alstom
DB
GE Aerospace
FS Italiane
CER
FuelsEurope
Volvo
Connekt
UNIFE
UPS
Rolls Royce
Daimler
CEFIC
SNCF

IRU
Trainline
Arbeiterkammer Wien AK
ZF Group
DHL Group
ERFA
ÖBB
WKÖ
UIRR
CIPRA
Climanomics
Land Tirol
Lufthansa
A4E

The lists above are drawn up under the exclusive responsibility of the rapporteurs.

PROCEDURE – COMMITTEE RESPONSIBLE

Title	Accounting of greenhouse gas emissions of transport services	
References	COM(2023)0441 – C9-0305/2023 – 2023/0266(COD)	
Date submitted to Parliament	12.7.2023	
Committees responsible Date announced in plenary	ENVI 19.10.2023	TRAN 19.10.2023
Rapporteurs Date appointed	Pascal Canfin 12.10.2023	Barbara Thaler 12.10.2023
Rule 58 – Joint committee procedure Date announced in plenary	19.10.2023	
Discussed in committee	11.1.2024	
Date adopted	4.3.2024	
Result of final vote	+: 58 -: 19 0: 1	
Members present for the final vote	Maria Arena, Marek Paweł Balt, Traian Băsescu, José Ramón Bauzá Diaz, Sergio Berlato, Izaskun Bilbao Barandica, Malin Björk, Karolin Braunsberger-Reinhold, Nathalie Colin-Oesterlé, Ciarán Cuffe, Jakop G. Dalunde, Karima Delli, Bas Eickhout, Cyrus Engerer, Jens Gieseke, Linus Glanzelius, Catherine Griset, Martin Hojsík, Jan Huitema, Karin Karlsbro, Elena Kountoura, Bogusław Liberadzki, César Luena, Peter Lundgren, Benoît Lutgen, Marian-Jean Marinescu, Lydie Massard, Tilly Metz, Silvia Modig, Alessandra Moretti, Ljudmila Novak, Jan-Christoph Oetjen, Nikos Papandreou, Rovana Plumb, Jessica Polfjärd, Dominique Riquet, Sándor Rónai, Maria Veronica Rossi, Maria Spyraiki, Barbara Thaler, Edina Tóth, Achille Variati, Mick Wallace, Pernille Weiss, Michal Wiezik, Stefania Zambelli	
Substitutes present for the final vote	João Albuquerque, Catherine Chabaud, Christophe Clergeau, Estrella Durá Ferrandis, Angel Dzhambazki, Michael Gahler, Martin Häusling, Radan Kanev, Ska Keller, Max Orville, Andrey Slabakov	
Substitutes under Rule 209(7) present for the final vote	Andrus Ansip, Gabriele Bischoff, Ilana Cicurel, Katalin Cseh, Marie Dauchy, Martina Dlabajová, Francisco Guerreiro, Anja Haga, Heidi Hautala, Sophia in 't Veld, Marina Kaljurand, Fabienne Keller, Moritz Körner, Alice Kuhnke, Miapetra Kumpula-Natri, Javier Moreno Sánchez, Maria Noichl, Witold Pahl, Mounir Satouri, Birgit Sippel, Thomas Waitz	
Date tabled	6.3.2024	

FINAL VOTE BY ROLL CALL IN COMMITTEE RESPONSIBLE

58	+
PPE	Nathalie Colin-Oesterlé, Jessica Polfjård, Maria Spyra, Stefania Zambelli
Renew	Andrus Ansip, José Ramón Bauzá Díaz, Izaskun Bilbao Barandica, Catherine Chabaud, Ilana Cicurel, Katalin Cseh, Martina Dlabajová, Martin Hojsík, Jan Huitema, Karin Karlsbro, Fabienne Keller, Moritz Körner, Jan-Christoph Oetjen, Max Orville, Dominique Riquet, Michal Wiezik, Sophia in 't Veld
S&D	João Albuquerque, Maria Arena, Marek Paweł Balt, Gabriele Bischoff, Christophe Clergeau, Estrella Durá Ferrandis, Cyrus Engerer, Linus Glanzelius, Marina Kaljurand, Miapetra Kumpula-Natri, Bogusław Liberadzki, César Luena, Javier Moreno Sánchez, Alessandra Moretti, Maria Noichl, Nikos Papandreu, Rovana Plumb, Sándor Rónai, Birgit Sippel, Achille Variati
The Left	Malin Björk, Elena Kountoura, Silvia Modig, Mick Wallace
Verts/ALE	Ciarán Cuffe, Jakop G. Dalunde, Karima Delli, Bas Eickhout, Francisco Guerreiro, Heidi Hautala, Martin Häusling, Ska Keller, Alice Kuhnke, Lydie Massard, Tilly Metz, Mounir Satouri, Thomas Waitz

19	-
ECR	Sergio Berlato, Angel Dzhambazki, Peter Lundgren, Andrey Slabakov
ID	Marie Dauchy, Catherine Griset
NI	Edina Tóth
PPE	Karolin Braunsberger-Reinhold, Traian Băsescu, Michael Gahler, Jens Gieseke, Anja Haga, Radan Kanev, Benoît Lutgen, Marian-Jean Marinescu, Ljudmila Novak, Witold Pahl, Barbara Thaler, Pernille Weiss

1	0
ID	Maria Veronica Rossi

Key to symbols:

+ : in favour

- : against

0 : abstention