



2023/0266(COD)

18.1.2024

AMENDMENTS

17 - 119

Draft report

Pascal Canfin, Barbara Thaler

(PE757.207v01-00)

Accounting of greenhouse gas emissions of transport services

Proposal for a regulation

(COM(2023)0441 – C9-0305/2023 – 2023/0266(COD))

Amendment 17
Marian-Jean Marinescu

Proposal for a regulation

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Proposal for rejection

The European Parliament rejects the proposal for a Regulation of the European Parliament and of the Council on the accounting of greenhouse gas emissions of transport services.

Or. en

Amendment 18
Silvia Modig, Elena Kountoura

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 just and inclusive transition, pursue*** growth ***within planetary boundaries and strengthen the*** competitiveness of the European industry.

Or. en

Amendment 19
Silvia Modig, Elena Kountoura

Proposal for a regulation
Recital 2

Text proposed by the Commission

(2) Greenhouse gas emissions

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 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.

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 ***a lower carbon footprint of public procurements and*** behavioural change among consumers and businesses alike, for contributing to objectives of the European Green Deal⁵² for transport, and the European Climate Law.

⁵² Communication from the Commission to the European Parliament, the European Council, the European Economic And Social Committee and the Committee of the Regions; The European Green Deal; COM(2019) 640 final

⁵² Communication from the Commission to the European Parliament, the European Council, the European Economic And Social Committee and the Committee of the Regions; The European Green Deal; COM(2019) 640 final

Or. en

Amendment 20

Nicola Danti

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

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.

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. ***As a matter of fact, SMEs face disproportionately more financial and bureaucratic burdens when they decide to account their greenhouse gas emissions.***

Or. en

Amendment 21 **Aurélia Beigneux**

Proposal for a regulation **Recital 4**

Text proposed by the Commission

(4) In 2011 the European Commission adopted the White Paper on transport⁵³ which presented a vision for the future of the EU transport system and defined a policy agenda to address the future challenges of transport, notably the need to maintain and develop mobility and considerably reduce the carbon footprint from transport and logistical operations.

Amendment

(4) In 2011 the European Commission adopted the White Paper on transport⁵³ which presented a vision for the future of the EU transport system and defined a policy agenda to address the future challenges of transport, notably the need to maintain and develop mobility and considerably reduce the carbon footprint from transport and logistical operations; ***that policy agenda must be revised and amended to take account of the economic consequences of the COVID-19 public health crisis, which hit the transport and tourism sectors very badly: having only just returned to pre-pandemic activity levels, those sectors very quickly have found themselves facing an unprecedented hike in energy prices since the outbreak of the war in Ukraine, and must now, what is more, self-finance their energy transition to meet the binding decarbonisation targets set in the European Green Deal.***

⁵³ WHITE PAPER Roadmap to a Single

⁵³ WHITE PAPER, Roadmap to a Single

Justification

It goes without saying that the need for mobility has increased considerably in the EU since 2011 and that the latest environmental requirements for decarbonisation have only further increased regulatory constraints for transport companies: the policy agenda provided for in the White Paper on transport must therefore be updated to remain consistent with the real current problems that have been affecting the transport and tourism sector for 3 years now.

Amendment 22

Anna Deparnay-Grunenberg, Bas Eickhout

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, 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.

Amendment

(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, ***with a strong emphasis on a shift to rail both for passengers and freight, including concrete targets for 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, 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

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

Or. en

Amendment 23

Barbara Thaler, Marian-Jean Marinescu, Markus Ferber, Karolin Braunsberger-Reinhold

Proposal for a regulation Recital 5 a (new)

Text proposed by the Commission

Amendment

(5 a) 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.

Or. en

Amendment 24

Barbara Thaler, Marian-Jean Marinescu, Markus Ferber, Karolin Braunsberger-Reinhold

Proposal for a regulation Recital 5 b (new)

Text proposed by the Commission

Amendment

(5 b) Greenhous gas emissions of vehicle manufacturing, maintenance and disposal contribute significantly to the total life cycle emissions of a vehicle.

Amendment 25

Barbara Thaler, Marian-Jean Marinescu, Markus Ferber, Karolin Braunsberger-Reinhold

Proposal for a regulation

Recital 5 c (new)

Text proposed by the Commission

Amendment

(5 c) Counting emissions from the construction and dismantling of energy production infrastructure related to renewable energies such as solar cell, windmill and hydropower production and construction is necessary to allow a fair comparison between all renewable energy carriers.

Or. en

Amendment 26

Barbara Thaler, Marian-Jean Marinescu, Markus Ferber, Karolin Braunsberger-Reinhold

Proposal for a regulation

Recital 5 d (new)

Text proposed by the Commission

Amendment

(5 d) Adding the contribution of emissions from the construction and dismantling of infrastructure to produce energy from fossil fuels, renewables or nuclear energy is relevant for a holistic comparison of all available energy carriers for transport operations.

Or. en

Amendment 27

Barbara Thaler, Marian-Jean Marinescu, Markus Ferber, Karolin Braunsberger-Reinhold

Proposal for a regulation
Recital 5 e (new)

Text proposed by the Commission

Amendment

(5 e) Data for vehicles construction is not easily available from vehicle manufacturers, in particular from those located outside the Union. Nonetheless, this characteristic is relevant since it enables to account for the entire spectrum of emissions related to a transport activity while addressing carbon leakage with regards to the manufacturing of vehicles.

Or. en

Amendment 28

Marian-Jean Marinescu, Gheorghe Falcă, Karolin Braunsberger-Reinhold, Barbara Thaler, Massimiliano Salini

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 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. ***The only way to fulfill these requirements is to use a methodology for calculation of the full***

Amendment 29

Silvia Modig, Elena Kountoura

Proposal for a regulation

Recital 6

Text proposed by the Commission

(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.

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 ***public bodies***, businesses and ***other*** customers to reduce greenhouse emissions from transport services, ***especially when purchases are made entirely or partially with public funds***, through the uptake and use of comparable and reliable greenhouse emissions data.

Amendment 30

Caroline Nagtegaal

Proposal for a regulation

Recital 6

Text proposed by the Commission

(6) Laying down harmonised rules for accounting greenhouse gas emissions of

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.

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 businesses and customers to reduce greenhouse emissions from transport services through the uptake and use of comparable and reliable greenhouse emissions data.

Or. en

Amendment 31
Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation
Recital 6 a (new)

Text proposed by the Commission

Amendment

(6 a) Customers should be enabled to make informed choices. Therefore, reliable data on expected emissions for each transport service should be provided before the purchase of the service or conclusion of the contract, based on previous output data from equivalent services. This is essential in the case of passenger transport and delivery services, but also for logistic operations of businesses in their efforts to reduce their carbon footprint. This overall aim should prevail in relation to ensuring smooth data sharing across the transport chain to make it possible, for which electronic freight transport information (eFTI) could become a useful tool for freight transport, thereby enabling the realisation

of the full emissions-reduction potential of Combined Transport, among others. Access to the data on final emissions after the provision of the service is also desirable, particularly in the freight domain, in order to allow for accurate emissions' accounting of the businesses concerned.

Or. en

Amendment 32
Pascal Canfin

Proposal for a regulation
Recital 6 a (new)

Text proposed by the Commission

Amendment

(6 a) To support the shift in behaviour towards decarbonized mobility, digital mobility services aimed at facilitating multimodal travel through transportation services, vehicles, bicycles, personal mobility devices, or walking should provide users with information about the quantities of greenhouse gases emitted by the mode(s) of transportation used for each suggested route. These digital services should highlight route suggestions with the lowest impact in terms of greenhouse gas emissions.

Or. en

Amendment 33
Barbara Thaler, Marian-Jean Marinescu, Markus Ferber, Karolin Braunsberger-Reinhold

Proposal for a regulation
Recital 6 a (new)

Text proposed by the Commission

Amendment

(6 a) In order to allow companies, customers and individuals to compare

different modes of transport according to their respective greenhouse gas emissions, the Commission should develop a methodology which allows to include greenhouse gas emissions of vehicle construction, maintenance and disposal by 2028.

Or. en

Amendment 34
Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation
Recital 6 b (new)

Text proposed by the Commission

Amendment

(6 b) Given the scale of the climate crisis and the enormous potential of the transport sector to contribute to addressing it, all entities performing transport services on the Union territory should eventually be required to calculate the greenhouse gas emissions of those services and make the data available to consumers and end users in order to facilitate informed choices. To give operators sufficient time to adjust, this Regulation shall follow a phase-in approach, beginning on a voluntary basis and becoming mandatory after a period. This is particularly important to ensure a level playing field and to account for the needs of micro, small and medium-sized enterprises (“SMEs”) referred to in Commission Recommendation 2003/361/EC.

Or. en

Amendment 35
Marian-Jean Marinescu, Gheorghe Falcă, Karolin Braunsberger-Reinhold, Massimiliano Salini

Proposal for a regulation

Recital 7

Text proposed by the Commission

Amendment

(7) This Regulation should make 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.

deleted

Or. en

Amendment 36

Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation

Recital 7

Text proposed by the Commission

Amendment

(7) This Regulation should make 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.

(7) This Regulation should make 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. *In the case of e-commerce and parcel deliveries, it would enable the requirement to provide, along with the current information on estimated delivery date, associated price, and the associated emissions of each option.*

Or. en

Amendment 37
Pascal Canfin

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) This Regulation should make 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.

Amendment

(7) This Regulation should make available a reference framework for other emissions reduction measures that may be further undertaken by **Member States**, 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, **requiring by national law the mandatory disclosure of greenhouse gas emissions of transport services**, or setting climate-related criteria for green procurement procedures.

Or. en

Amendment 38
Andreas Glück, Jan-Christoph Oetjen

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) This Regulation should make 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.

Amendment

(7) This Regulation should make 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, **creating a certification scheme for sustainable fuels** or setting climate-related criteria for green procurement procedures.

Or. en

Amendment 39
Aurélia Beigneux

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) This Regulation should ***make 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.

Amendment

(7) This Regulation should ***not include*** greenhouse gas transparency clauses in transport contracts: information on greenhouse gas emissions of a travel or delivery option to passengers or customers, or ***the setting of*** climate-related criteria for green procurement procedures ***should only be communicated when transport companies are interested in doing so.***

Or. fr

Justification

The provisions of this Regulation must not insidiously lead to new contractual obligations in transport contracts. Transport contracts must remain the carrier's business with its shipper client (for freight transport), or its users (for passenger transport): the carrier must remain free to set its commercial policy and its communication policy with its customers.

Amendment 40
Anna Deparnay-Grunenberg, Bas Eickhout

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

Amendment

(8) This Regulation ***should apply*** to all entities offering transport services. ***They*** should calculate and disclose information on greenhouse gas emissions of freight or passengers transport services that start ***in, transit through,*** 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. ***Therefore, this Regulation should also***

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.

apply to entities established in a third country who conduct transport services on the Union territory.

Or. en

Amendment 41
Silvia Modig, Elena Kountoura

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.
Future developments and revisions should aim to expand the mandatory application of the Regulation, while taking into considerations the needs and limitations of SMEs.

Or. en

Amendment 42
Tiemo Wölken, Rovana Plumb, Sara Cerdas, Maria Grapini

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 ***and are operated by entities based in third countries, to which this Regulation therefore also applies.***

Or. en

Justification

While the scope of the proposal includes origin or destination points situated in a third country, it is unclear if non-EU entities will have access and the necessary resources to successfully calculate and disclose information on GHG emission data.

Amendment 43

Marian-Jean Marinescu, Gheorghe Falcă, Karolin Braunsberger-Reinhold, Massimiliano Salini

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

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.***

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 ***and*** end on the territory of the Union.

Or. en

Amendment 44 **Nicola Danti**

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, ***stop over*** 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.

Or. en

Justification

The inclusion of the wording "stop over" is meant to avoid uneven competition in favour of third country's transport operators or a disruption of the level playing field undermining the

Amendment 45

Silvia Modig, Elena Kountoura

Proposal for a regulation

Recital 8 a (new)

Text proposed by the Commission

Amendment

(8 a) Future developments and revisions of this Regulation should aim to include air pollutants to the scope. It is estimated that air pollution caused more than 300 000 premature deaths in the EU-28 in 2018^{54a}, while aggravating existing and causing new diseases. Transportation sector is a major contributor to air pollution, especially in urban areas. The inclusion of air pollutants to this Regulation would help create incentives to behavioural change among public bodies, businesses and other customers to reduce air pollution emissions from transport services, especially when purchases are made entirely or partially with public funds, through the uptake and use of comparable and reliable data.

^{54a} EEA, 2020. *Air quality in Europe – 2020 report.*

Or. en

Amendment 46

Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation

Recital 9

Text proposed by the Commission

Amendment

(9) This Regulation should not apply to data intermediaries, such as those offering multimodal digital mobility services, where they do not directly

(9) Data intermediaries, such as those offering multimodal digital mobility services, as well as digital navigation services and journey route planning

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.

services, may not directly calculate information on greenhouse gas emissions of transport services but **they should** disclose information on those emissions provided by a concerned entity or other relevant legal or natural person. **Therefore,** 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 **and across modes. Data intermediaries include services that combine data provided by different concerned entities, for example those offering multimodal travel or travel consisting of multiple legs, provided they do not amend the original data in any way and that the original data has already been certified under this Regulation.**

Or. en

Amendment 47

Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation

Recital 9 a (new)

Text proposed by the Commission

Amendment

(9 a) In order to ensure a true multi-modal comparison by users at all levels, including by passengers, availability of data regarding actual emissions of private car usage should be ensured. The use of in-vehicle data, together with digital navigation services, should allow an accurate enough provision of such information. Each calculated journey on a navigator or route planner should provide the expected emissions, factoring in the type of vehicle, whereas regarding re-fuelling or recharging, each billing should incorporate the associated emissions of the provision of the fuel or electricity, respectively, and the average emissions and emission intensity of the

use of the amount re-fuelled or recharged. Original equipment manufacturers (OEMs), besides enabling and facilitating the necessary free access of in-vehicle data for such purposes to private users, as well as SMEs, should also provide clear information on expected average emissions intensity, disaggregated by type of road, to potential customers when selling their vehicles.

Or. en

Amendment 48

Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation

Recital 10

Text proposed by the Commission

(10) This Regulation ***should not apply where the calculation and disclosure of greenhouse gas emissions is performed in an aggregated form. This includes situations where*** mandatory disclosures of environmentally-related information for sustainability reporting and the establishment of environmental accounts for statistical purposes ***are*** derived from other Union rules, such as those defined under Corporate Sustainability Reporting Directive⁵⁵ and Regulation on European environmental economic accounts⁵⁶. ***Conversely,*** information obtained on the basis of this Regulation may contribute to developing consolidated emission reports required under other applicable Union law, provided that the respective methodologies and collected data are sufficiently compatible.

⁵⁵ Directive (EU) 2022/2464 of the European Parliament and of the Council of 14 December 2022 amending Regulation (EU) No 537/2014, Directive 2004/109/EC, Directive 2006/43/EC and

Amendment

(10) ***The data generated by the application of this Regulation may be aggregated and combined with additional information for the purpose of*** mandatory disclosures of environmentally-related information for sustainability reporting and the establishment of environmental accounts for statistical purposes derived from other Union rules, such as those defined under Corporate Sustainability Reporting Directive⁵⁵ and Regulation on European environmental economic accounts⁵⁶. Information obtained on the basis of this Regulation may contribute to developing consolidated emission reports required under other applicable Union law, provided that the respective methodologies and collected data are sufficiently compatible.

⁵⁵ Directive (EU) 2022/2464 of the European Parliament and of the Council of 14 December 2022 amending Regulation (EU) No 537/2014, Directive 2004/109/EC, Directive 2006/43/EC and

Directive 2013/34/EU, as regards corporate sustainability reporting (OJ L 322, 16.12.2022, p. 15–80)

⁵⁶ Regulation (EU) No 691/2011 of the European Parliament and of the Council of 6 July 2011 on European environmental economic accounts (OJ L 192, 22.7.2011, p. 1–16)

Directive 2013/34/EU, as regards corporate sustainability reporting (OJ L 322, 16.12.2022, p. 15–80)

⁵⁶ Regulation (EU) No 691/2011 of the European Parliament and of the Council of 6 July 2011 on European environmental economic accounts (OJ L 192, 22.7.2011, p. 1–16)

Or. en

Amendment 49

Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation

Recital 10 a (new)

Text proposed by the Commission

Amendment

(10 a) This Regulation should be aligned with the European Sustainability Reporting Standards (ESRS), a key component of the Corporate Sustainability Reporting Directive (CSRD), as well as with other EU legislation in force, in order to avoid any inconsistencies in reporting greenhouse gas emissions of a transport service. 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.

Or. en

Amendment 50

Tiemo Wölken, Rovana Plumb, Sara Cerdas

Proposal for a regulation
Recital 10 a (new)

Text proposed by the Commission

Amendment

(10 a) This Regulation should be aligned with the European Sustainability Reporting Standards (ESRS), a key component of the Corporate Sustainability Reporting Directive (CSRD), as well as with other EU legislation in force, in order to avoid any inconsistencies in reporting greenhouse gas emissions of a transport service. 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.

Or. en

Amendment 51

Marian-Jean Marinescu, Gheorghe Falcă, Karolin Braunsberger-Reinhold, Barbara Thaler, Massimiliano Salini

Proposal for a regulation
Recital 10 a (new)

Text proposed by the Commission

Amendment

(10 a) A full life cycle based assessment should be considered and should include emissions on a well-to-wheel basis, emissions released during the transport, infrastructure construction process, in the process of transport vehicles production, consumption of other materials, water, and end of life disposal. The full life cycle approach shall avoid a possible

*misleading and incomplete representation
of transport service emissions.*

Or. en

Amendment 52

Jan-Christoph Oetjen, Caroline Nagtegaal

Proposal for a regulation

Recital 10 a (new)

Text proposed by the Commission

Amendment

(10 a) This Regulation should be aligned with the European Sustainability Reporting Standards (ESRS), a key component of the Corporate Sustainability Reporting Directive (CSRD), in order to avoid inconsistencies in the reporting of greenhouse gas emissions of a transport service.

Or. en

Justification

Not harmonising the ESRS with CountEmissions EU risks creating a patchwork of reporting methodologies

Amendment 53

Nicola Danti

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 emissions data, by following a single set of

(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.

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.

Or. en

Amendment 54

Marian-Jean Marinescu, Gheorghe Falcă, Karolin Braunsberger-Reinhold, Barbara Thaler, Massimiliano Salini

Proposal for a regulation Recital 11

Text proposed by the Commission

(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.

Amendment

(11) A proper method for calculating *the full life cycle* 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.

Or. en

Amendment 55

Aurélia Beigneux

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

Amendment

(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.

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. *As a result, it appears to be very complex, when following that 'well-to-wheel' process, to determine the level of emissions for the life cycle of energy used in transport, from its mode of production or transformation, without the risk of systematically calling into question carriers using that energy: the share of greenhouse gas emissions produced during the manufacture of energy for transport vehicles, that is to say upstream of their availability in stations and charging stations, should therefore be decoupled.*

⁵⁷ <https://www.cencenelec.eu>

⁵⁷ <https://www.cencenelec.eu>

Or. fr

Justification

In this 'well-to-wheel' approach, the life cycle of energies or fuels should be dissociated at the time of their production even before they are marketed at a station or charging stations: carriers are only the users of those energies and therefore cannot be held responsible for the greenhouse gas emissions that these energies generate during their manufacturing or processing process before being distributed to charging points.

Amendment 56

Barbara Thaler, Marian-Jean Marinescu, Markus Ferber, Karolin Braunsberger-Reinhold

Proposal for a regulation

Recital 12

(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.

(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. ***This omits emissions stemming from the production, maintenance and disposal of vehicles and is therefore incomplete.***

⁵⁷ <https://www.cencenelec.eu>

⁵⁷ <https://www.cencenelec.eu>

Or. en

Amendment 57
Silvia Modig, Elena Kountoura

Proposal for a regulation
Recital 12

(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

(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>

greenhouse gas emissions stemming from energy provision and vehicle use during transport and hub operations. ***The Commission should provide access to the ISO standard free of charge.***

⁵⁷ <https://www.cencenelec.eu>

Or. en

Amendment 58

Marian-Jean Marinescu, Gheorghe Falcă, Karolin Braunsberger-Reinhold, Barbara Thaler, Massimiliano Salini

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, was chosen to 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. The quantification of emissions includes greenhouse gas emissions stemming from energy provision and vehicle use during transport and hub operations.

⁵⁷ <https://www.cencenelec.eu>

Or. en

Amendment 59

Anna Deparnay-Grunenberg, Bas Eickhout

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 greenhouse gas emissions of transport services under this Regulation. ISO standard 14083:2023 ***fulfills*** 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>

Or. en

Amendment 60

Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation

Recital 12 a (new)

Text proposed by the Commission

Amendment

(12 a) 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, including in particular with relation to vehicle manufacturing, maintenance, and end-of-life, the construction, maintenance and use of infrastructure, and the equivalent climate impact of non-CO2 emissions in aviation. 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.

Or. en

Amendment 61
Nicola Danti

Proposal for a regulation
Recital 12 a (new)

Text proposed by the Commission

Amendment

(12 a) 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.

Or. en

Amendment 62
Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation
Recital 13

Text proposed by the Commission

Amendment

(13) Attention should be paid not to deviate from the original methodological

(13) **Meanwhile**, attention should be paid not to deviate from the original

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 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.

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 market segments or lead to discrepancies between that standard and the objectives of this Regulation or other applicable Union law, *with particular regard to ensuring due alignment with the binding target under Union law, set out in Regulation (EU) 2021/1119, 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*. 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. *In doing so, the Commission should take due regard of other relevant Union legislation including Directive (EU) 2023/2413, Regulation (EU) 2015/757, and Regulation (EU) 2023/2405, including the non-CO2 dimension therein.*

Or. en

Amendment 63
Pascal Canfin

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Proposal for a regulation

Recital 13

Text proposed by the Commission

(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 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.

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 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 legislation, should be excluded.***

Or. en

Amendment 64
Silvia Modig, Elena Kountoura

Proposal for a regulation

Recital 13

Text proposed by the Commission

(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 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.

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. ***Especially relevant is to evaluate possible additional elements and added accuracy to reinforce positive environmental impact of the standard.*** 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 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.

Or. en

Amendment 65

Marian-Jean Marinescu, Gheorghe Falcă, Karolin Braunsberger-Reinhold, Barbara Thaler, Massimiliano Salini

Proposal for a regulation

Recital 13 a (new)

(13 a) A methodology should be developed for calculating the full life cycle emissions related to the construction of infrastructure used by the vehicle and the emissions related to production, maintenance and end of life of the vehicle. The Commission may take into consideration international standards like ISO 14067 consistent with International Standards of Life cycle assessment (ISO 14040 and ISO 14044), International EPD System PCR on transport services or European Sustainability Reporting Standards (ESR) and Commission Environmental Footprint methods. The life cycle methodology should be introduced through a delegated act.

Or. en

Amendment 66
Silvia Modig, Elena Kountoura

Proposal for a regulation
Recital 13 a (new)

(13 a) EN ISO standard 14083:2023 has its limitations, particularly the shortage that it does not considered greenhouse gas emissions from the whole lifecycle of transport services. Future developments of this Regulation should look into the possibilities and strive to adopt a reference methodology that takes into account greenhouse gas emissions from the whole lifecycle of transport services.

Or. en

Amendment 67
Barbara Thaler, Marian-Jean Marinescu, Markus Ferber, Karolin Braunsberger-Reinhold

Proposal for a regulation
Recital 13 a (new)

Text proposed by the Commission

Amendment

(13 a) In order to avoid competitive disadvantages for vehicles and materials produced in Europe, the Commission, should include emissions stemming from the production and disposal of vehicles. The Commission should, in cooperation with Member States, request the European Committee for Standardisation to revise the standard accordingly, once the methodology is developed.

Or. en

Amendment 68
Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation
Recital 14

Text proposed by the Commission

Amendment

(14) To avoid ***circulation*** of inaccurate information on the market, a need may arise to clarify the reference methodology ***in*** respect ***of*** greenhouse gas emission-relevant parameters and assumptions used to calculate emissions before a service is provided. The same applies to other relevant technical parameters related to the allocation of emissions or aggregation of data elements in case the use of those parameters is not explicitly clarified in the methodology.

(14) To avoid ***the dissemination*** of inaccurate information on the market, a need may arise to clarify the reference methodology ***with*** respect ***to*** greenhouse gas emission-relevant parameters and assumptions used to calculate emissions before a service is provided. The same applies to ***the share of primary data of each type used, disaggregated per transport chain element, if applicable, and*** other relevant technical parameters related to the allocation of emissions or aggregation of data elements in case the use of those parameters is not explicitly clarified in the methodology.

Or. en

Amendment 69

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 prioritised ***and incentivised*** to provide for the gradual uptake of these data in greenhouse gas emissions calculation processes, ***whose use should become mandatory five years after the entry into force of this regulation***. However, ***as*** primary data might be *unachievable* or prohibitively expensive for ***small and medium-sized companies, SMEs should be exempted***. Therefore, the use of secondary data should be allowed under ***the conditions laid out in this Regulation***.

Or. en

Amendment 70

Mario Furore, Maria Angela Danzi

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,

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 ***made compulsory*** 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,

the use of secondary data should be allowed under clear conditions.

which should be exempted from that obligation. Therefore, the use *by SMEs* of secondary data should be allowed under clear conditions.

Or. it

Amendment 71

Anna Deparnay-Grunenberg, Bas Eickhout

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, *accurat, and granular* results, and therefore should be *mandatory* in greenhouse gas emissions calculation processes. However, primary data might be *initially* unattainable *for SMEs*. Therefore, the use of secondary data *by SMEs* should be allowed *during a transitional period of 36 months* under clear conditions. *Access to in-vehicle data relevant for this purpose should be provided by OEMs to SMEs.*

Or. en

Amendment 72

Silvia Modig, Elena Kountoura

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

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 ***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.

accurate results, and therefore should be ***mandatory*** in greenhouse gas emissions calculation processes. However, primary data might be unattainable or prohibitively expensive for SMEs. Therefore, ***SMEs*** should be allowed ***to use secondary data*** under clear conditions.

Or. en

Amendment 73

Tiemo Wölken, Rovana Plumb, Sara Cerdas

Proposal for a regulation

Recital 15 a (new)

Text proposed by the Commission

Amendment

(15 a) Where a transport service organiser partially subcontracts the performance of a transport service, the parties should be able to decide whether to calculate the output data for the subcontracted part of the transport service on the basis of primary or secondary data, irrespective of the method chosen by the transport service organiser for the calculation of its own output data.

Or. en

Justification

In situations involving subcontracted transport services, the main contractor should be able to accept a combination of primary and secondary data from subcontractors when measuring GHG emissions of a transport service. This should be irrespective of the method chosen by the main contractor to report the GHG emissions of its own fleet. The main contractor should be allowed to add up the values when reporting, regardless of how the values were calculated (i.e. based on primary or secondary data).

Amendment 74

Nicola Danti

Proposal for a regulation

Recital 15 a (new)

Text proposed by the Commission

Amendment

(15 a) Member States may introduce incentives of 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.

Or. en

Amendment 75

Pascal Canfin

Proposal for a regulation

Recital 15 a (new)

Text proposed by the Commission

Amendment

(15 a) In order to promote a more comprehensive use of primary data, a Member State should nevertheless be able to provide that the use of primary data is compulsory for transport operations on its territory by entities whose number of employees exceeds a certain threshold set by national law where the transport service starts and ends on its territory.

Or. en

Amendment 76

Tiemo Wölken, Rovana Plumb, Sara Cerdas

Proposal for a regulation

Recital 15 b (new)

Text proposed by the Commission

Amendment

(15 b) 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.

Or. en

Justification

In situations involving subcontracted transport services, the main contractor should be able to accept a combination of primary and secondary data from subcontractors when measuring GHG emissions of a transport service. This should be irrespective of the method chosen by the main contractor to report the GHG emissions of its own fleet. The main contractor should be allowed to add up the values when reporting, regardless of how the values were calculated (i.e. based on primary or secondary data).

Amendment 77

Anna Deparnay-Grunenberg, Bas Eickhout

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) **Where applicable**, greenhouse gas emissions of a transport service may be calculated by using default values or modelled data ("**secondary 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. **The preferred**

type of database (“peer-referenced transport performance database”) is based on regular primary data collected in a peer-group with sectoral and geographical differentiation, translated to emission intensity factors that can be used by SMEs. Databases and default values that would lead to understate the resulting emissions compared to primary data reporting are considered to be failing the technical quality check. Technical quality checks should be repeated regularly.

Or. en

Amendment 78
Silvia Modig, Elena Kountoura

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. ***The Commission, with the assistance of the European Environmental Agency, establishing and maintaining the database should take into account as accurately as possible*** the sectorial, national and regional specificities of those default values across the Union. ***The database should include separate tables for each mode of transportation.*** Third parties should be allowed ***the possibility to contribute to database*** on the condition that ***the data they may provide undergoes*** a technical quality check at Union level. ***Third party input can be valuable especially in improving the accuracy of values in regards to sectorial, national and regional specificities.***

Or. en

Amendment 79

Anna Deparnay-Grunenberg, Bas Eickhout

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, ***differentiated by transport mode and taking into account the disaggregation between different energy carriers as well as fleet vehicles***, 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 ***for an interim period*** on the condition that they undergo a technical quality check at Union level.

Or. en

Amendment 80

Nicola Danti

Proposal for a regulation

Recital 17

Text proposed by the Commission

(17) A core EU database of default values for greenhouse gas emission

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. 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.

intensity ***by mode of transport*** 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.

Or. en

Amendment 81
Silvia Modig, Elena Kountoura

Proposal for a regulation
Recital 18

Text proposed by the Commission

(18) When establishing greenhouse gas emission intensity of a transport service, greenhouse gas emission factors for transport energy carriers are required to derive estimates of greenhouse gas emissions reflecting the amount of energy used in well-to-wheel perspective. Hence, a central EU database of greenhouse gas emission factors of energy carriers should be set up to guarantee the comparability and quality of input data.

Amendment

(18) When establishing greenhouse gas emission intensity of a transport service, greenhouse gas emission factors for transport energy carriers are required to derive estimates of greenhouse gas emissions reflecting the amount of energy used in well-to-wheel perspective. Hence, a central EU database of greenhouse gas emission factors of energy carriers should be set up to guarantee the comparability and quality of input data. ***Considering the positive effects of the use of zero-emission technologies and the need to incentivise these in the short term, the greenhouse gas emission factor of electricity should be counted as zero. The Commission could envisage the possibility to take into account the actual greenhouse gas emission factor of electricity at a later stage when reviewing or replacing the EN ISO standard 14083:2023, while ensuring that primary or secondary values of greenhouse gas factors of different fuels represent accurately their real-world emissions.***

Amendment 82

Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation

Recital 18 a (new)

Text proposed by the Commission

Amendment

(18 a) 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.

Or. en

Amendment 83

Marian-Jean Marinescu, Gheorghe Falcă, Karolin Braunsberger-Reinhold, Barbara Thaler, Massimiliano Salini

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

(19) The development and maintenance of the EU databases ***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 Environmental Agency is best placed to provide the necessary

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.

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.

Or. en

Amendment 84

Tiemo Wölken, Rovana Plumb, Sara Cerdas

Proposal for a regulation

Recital 19

Text proposed by the Commission

(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 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

(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 databases and datasets should be undertaken by a neutral and competent body operating at Union level. Given its remit, the European 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.

Or. en

Amendment 85

Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation

Recital 19

Text proposed by the Commission

(19) The development and maintenance

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 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.

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 databases and datasets should be undertaken by a neutral and competent body operating at Union level. Given its remit, the European 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.

Or. en

Amendment 86

Silvia Modig, Elena Kountoura

Proposal for a regulation

Recital 19

Text proposed by the Commission

(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 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

(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 **the data provided** 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 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.

Or. en

Amendment 87

Anna Deparnay-Grunenberg, Bas Eickhout

**Proposal for a regulation
Recital 19 a (new)**

Text proposed by the Commission

Amendment

(19 a) When developing the databases, the Commission and the European Environmental Agency shall pay special attention that the default values must provide for a level playing field between all modes of transport, taking into account the limitations of the standard referred to in Article 4(1) and ensuring that the values and their correlations are aligned with the ultimate goals of the European Climate law. They should address possible distortions of potential default values that could be unequally beneficial for certain modes and they should take into account the differences existing within vehicle fleets, including many heterogeneous vehicles.

Or. en

Amendment 88

Anna Deparnay-Grunenberg, Bas Eickhout

**Proposal for a regulation
Recital 20**

Text proposed by the Commission

Amendment

(20) Modelled data may be used if they are based on a model established in conformity with the reference methodology and, where relevant, other provisions regarding the use of secondary data and calculation tools set out in this Regulation. ***deleted***

Or. en

Amendment 89

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, 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,

Amendment

(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, Regulation (EU) 2019/631⁶¹ **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)

25.7.2019)

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)

Or. en

Amendment 90

Anna Deparnay-Grunenberg, Bas Eickhout

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, this regulation should only use the Great Circle Distance ("GCD") option within ISO14083, to enhance comparability and reduce administrative burden, except in cases where accurate primary data regarding actual distance may be used both in the numerator and the denominator, such as in the rail sector.

Or. en

Amendment 91

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. ***It should be clarified that concerned entities should not be able to reduce the volume of greenhouse gas emissions of the output data by using carbon removal units.***

Or. en

Amendment 92
Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation
Recital 22 a (new)

Text proposed by the Commission

Amendment

(22 a) To avoid greenwashing, it is important to ensure harmonisation not only in the calculation methodology, but also in the presentation of output data. Only the verified emissions and emission intensity figures are objectively comparable. This output data should be clearly presented and not subject to categorisations such as colour-coding or grading schemes that can be subject to individual interpretation. Moreover, it is essential that every transport service offered by a concerned entity and its entire vehicle fleet are accounted for and not only those with lowest greenhouse gas emission intensity, as such partial

disclosure may also entail greenwashing. The information provided to users and potential customers should clearly indicate the share of primary data used, to reward its application.

Or. en

Amendment 93
Silvia Modig, Elena Kountoura

Proposal for a regulation
Recital 22 a (new)

Text proposed by the Commission

Amendment

(22 a) In order to encourage environmentally sound behavioural choices, the Commission should establish a free of charge portal where users could examine the output data provided by entities pursuant to this Regulation. The portal should allow users to easily identify and compare the carbon footprint of different transport service providers within geographically specified locations and to see the proportion of transport services provided using zero-emission vehicles. The portal should allow query-based searches and downloads in order to for example support research in the field of transport services in the Union.

Or. en

Amendment 94
Silvia Modig, Elena Kountoura

Proposal for a regulation
Recital 22 b (new)

Text proposed by the Commission

Amendment

(22 b) Colour coded communication schemes help citizens, especially those with limited knowledge about the issue at

stake, to understand emission data and compare similar emissions and environmental friendliness of different service providers. Therefore, a colour coded communication scheme should be established for the greenhouse gas emissions of transport services via delegated act.

Or. en

Amendment 95

Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation

Recital 23

Text proposed by the Commission

(23) Any disaggregated information on greenhouse gas emissions of a transport service that is disclosed to a third party for commercial or regulatory purposes in accordance with the scope of this Regulation, should indispensably and prominently include output data established pursuant to the specific rules for calculating greenhouse emissions set out by this Regulation. *Additional data elements, serving other purposes than those defined under this Regulation, can be added, where relevant.*

Amendment

(23) Any disaggregated information on greenhouse gas emissions of a transport service that is disclosed, ***including*** to a third party for commercial or regulatory purposes in accordance with the scope of this Regulation, should indispensably and prominently include output data established pursuant to the specific rules for calculating greenhouse emissions set out by this Regulation, ***including information on the methodology used, assumptions and the share of use of primary data of each type, disaggregated per transport chain element, if applicable, thereby encouraging transparency and incentivizing a qualitative comparative advantage for companies with more detailed input and thus better output data quality regarding their emissions.***

Or. en

Amendment 96

Nicola Danti

Proposal for a regulation

Recital 23 a (new)

Text proposed by the Commission

Amendment

(23 a) 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. However, information on greenhouse gas emissions may be revealed after the provision of the transport service in duly justified cases, particularly when communications between companies need a more detailed level of information, notably in the context of logistics chains and subcontracting relationships.

Or. en

Amendment 97

Pascal Canfin

Proposal for a regulation

Recital 23 a (new)

Text proposed by the Commission

Amendment

(23 a) Disclosure of information on emissions of transport services empowers consumers and citizens to make well-informed choices 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, whenever possible, before the provision of the transport service.

Or. en

Amendment 98

Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation

Recital 25

Text proposed by the Commission

(25) Unless separate arrangements apply, a data intermediary collecting information on greenhouse gas emissions of a transport service from a concerned entity or other relevant legal or natural person, and disclosing it on the market, should not be considered liable in case this information breaches any of the requirements related to the calculation and verification of greenhouse gas emissions of transport services, and the certification of calculation tools, set out by this Regulation. However, the data intermediary should make effort to prevent from inaccurate or incorrect information to be disclosed, and should respect rules related to the greenhouse gas emissions output data, communication and transparency. In addition, the data intermediary should provide the source of this information, to allow for the identification of the respective information provider.

Amendment

(25) Unless separate arrangements apply, a data intermediary collecting information on greenhouse gas emissions of a transport service from a concerned entity or other relevant legal or natural person, and disclosing it on the market, should not be considered liable in case this information breaches any of the requirements related to the calculation and verification of greenhouse gas emissions of transport services, and the certification of calculation tools, set out by this Regulation. However, the data intermediary should ***be responsible for ensuring the display of such compulsory information and at the same time*** make effort to prevent from inaccurate or incorrect information to be disclosed, ***avoiding a distortion of an emission-based consumer choice***, and should respect rules related to the greenhouse gas emissions output data, communication and transparency. In addition, the data intermediary should provide the source of this information, to allow for the identification of the respective information provider.

Or. en

Amendment 99

Marian-Jean Marinescu, Gheorghe Falcă, Karolin Braunsberger-Reinhold, Barbara Thaler, Massimiliano Salini

Proposal for a regulation

Recital 25

Text proposed by the Commission

(25) ***Unless separate arrangements apply***, a data intermediary collecting information on greenhouse gas emissions of a transport service from a concerned entity or other relevant legal or natural

Amendment

(25) A data intermediary collecting information on greenhouse gas emissions of a transport service from a concerned entity or other relevant legal or natural person, ***should disclose*** on the market ***only***

person, ***and disclosing it*** on the market, ***should not be considered liable in case this information breaches any of the*** requirements related to the calculation and verification of greenhouse gas emissions of transport services, and the certification of calculation tools, set out by this Regulation. ***However***, the data intermediary should make effort to prevent from inaccurate or incorrect information to be disclosed, and should respect rules related to the greenhouse gas emissions output data, communication and transparency. In addition, the data intermediary should provide the source of this information, to allow for the identification of the respective information provider.

data that are fulfilling the requirements related to the calculation and verification of greenhouse gas emissions of transport services, and the certification of calculation tools, set out by this Regulation. The data intermediary should make effort to prevent from inaccurate or incorrect information to be disclosed, and should respect rules related to the greenhouse gas emissions output data, communication and transparency. In addition, the data intermediary should provide the source of this information, to allow for the identification of the respective information provider. ***The data should be disclosed free of charge.***

Or. en

Amendment 100
Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation
Recital 25 a (new)

Text proposed by the Commission

Amendment

(25 a) In order to ensure that customers are fully aware of the expected emissions of a transport service, as well as of the available alternatives in order to make a properly informed choice, particularly in the case of passenger transport as well as for parcel deliveries, the estimated emissions based on previously calculated data for equivalent services should be adequately displayed by the transport service provider, as well as by any intermediaries such as vendors or search engines, digital navigation and journey route planning services and re-fuelling or re-charging stations, before the purchase of the transport service or conclusion of the contract. Such data should be automatically disclosed and shared to partners in the logistic and transport

chain, and also particularly to data intermediaries within the scope of the [Regulation on Multimodal Digital Mobility Services]. The 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.

Or. en

Amendment 101

Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation

Recital 25 b (new)

Text proposed by the Commission

Amendment

(25 b) Cargo cycling is increasingly taken up in logistics as an efficient and nearly-zero emission mode for last-mile collection and delivery transport operations, particularly in urban environments and other short-range distances. Moreover, services associated to passenger transport, such as bike rental and shared bicycle schemes are also growing. Bicycle cargo logistic companies, essentially SMEs, are also ready and eager to report their emissions, which should be used where possible as a benchmark with alternative modes for similar services. Bicycle sharing services

and the related emissions data provided by their entities should be integrated by default in journey route planners and navigators, alongside those of other modes.

Or. en

Amendment 102
Silvia Modig, Elena Kountoura

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 calculation based on primary data. Furthermore, in order to create a common and easily comparable tool, as well as to reduce the administrative and financial burden on entities wishing to calculate their emissions, the Commission should develop a calculation tool that is publicly accessible and free of charge.*

Or. en

Amendment 103
Tiemo Wölken, Rovana Plumb, Sara Cerdas, Maria Grapini

Proposal for a regulation
Recital 26

Text proposed by the Commission

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.

(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. ***In order to create a level-playing field, especially with regards to SMEs, as well as to make the output data more readily comparable, the Commission should develop a compliant calculation tool and provide it to the public free of charge.***

Or. en

Justification

To stimulate the uptake of this voluntary accounting approach, the Commission, having compiled sufficient expertise in the process of establishing the core and central databases, shall make publicly available a calculation tool in accordance with this regulation.

Amendment 104

Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation

Recital 26

Text proposed by the Commission

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

(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 common reference methodology and an appropriate set of input data. ***They should be aligned with the requirements set out by the reference methodology.***

Or. en

Amendment 105

Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation

Recital 26 a (new)

Text proposed by the Commission

Amendment

(26 a) 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, the Commission should develop a free of charge public calculation tool that guarantees accessibility of output data. Public consultation shall be ensured during the development phase, including concerned stakeholders as well as civil society organisations, particularly working in the domain of climate.

Or. en

Amendment 106

Nicola Danti

Proposal for a regulation

Recital 26 a (new)

Text proposed by the Commission

Amendment

(26 a) Taking into account existing practices such as the US Environmental Protection Agency Simplified GHG Emissions Calculator^{62a}, in order to facilitate the implementation of this Regulation by SMEs, to limit the complexity of the calculation and to

reduce the administrative and financial burden on SMEs, the Commission should develop a simplified calculation tool for the establishment of output data, called 'CountGHG4SMEs'.

62a

<https://www.epa.gov/climateleadership/simplified-ghg-emissions-calculator>

Or. en

Amendment 107

Nicola Danti

Proposal for a regulation

Recital 26 b (new)

Text proposed by the Commission

Amendment

(26 b) 'CountGHG4SMEs' should consist of electronic Excel spreadsheets with accompanying step-by-step guidance documents. A guidance document should contain: an overview of the protocol with information on the sector, sources, and process(es) that it covers; one or more approaches for determining CO₂ and other greenhouse gas emissions, guidance on collecting activity data and selecting appropriate emission factors; likely emissions sources and the scopes they fall under (specific to a particular sector).

Or. en

Amendment 108

Nicola Danti

Proposal for a regulation

Recital 26 c (new)

Text proposed by the Commission

Amendment

(26 c) The Commission should make

'CountGHG4SMEs' available for SMEs free of charge, easy-to-use and easily accessible online on a specified EU platform. It should make sure that this tool raises awareness and incentivises the use of primary data for the calculation of greenhouse gas emissions.

Or. en

Amendment 109

Anna Deparnay-Grunenberg, Bas Eickhout

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 ***mandatory*** 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. ***The share of primary data of each type, disaggregated per transport chain element, if applicable, shall be indicated alongside the output data, as relevant information for the user on the reliability of the calculation,*** especially to incentivise the collection and use of primary data by any entity concerned by the rules set out by this Regulation.

Or. en

Amendment 110

Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation
Recital 28

Text proposed by the Commission

(28) *Administrative burden linked to the verification could be disproportionate for smaller companies and therefore it should be avoided. To that end, SMEs should be exempted from the requirements related to the verification, unless these enterprises wish to obtain a respective proof of compliance. In addition, large enterprises should take into account the principle of proportionality when considering requesting the verification of conformity from value chain partners, in particular SMEs..*

Amendment

(28) *In order to ensure a level-playing field, large enterprises should ensure the verification of conformity from value chain partners, assisting them where necessary and with regard to improving data quality, in particular SMEs they have sub-contracted.*

Or. en

Amendment 111
Silvia Modig, Elena Kountoura

Proposal for a regulation
Recital 28

Text proposed by the Commission

(28) Administrative burden linked to the verification could be disproportionate for smaller companies and therefore it should be avoided. To that end, SMEs should be exempted from the requirements related to the verification, unless these enterprises wish to obtain a respective proof of compliance. *In addition, large enterprises should take into account the principle of proportionality when considering requesting the verification of conformity from value chain partners, in particular SMEs..*

Amendment

(28) Administrative burden linked to the verification could be disproportionate for smaller companies and therefore it should be avoided. To that end, SMEs should be exempted from the requirements related to the verification, unless these enterprises wish to obtain a respective proof of compliance *or they are carrying out transport services as sub-contractors for larger entities that are under the scope of this Regulation.*

Or. en

Amendment 112
Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation
Recital 28 a (new)

Text proposed by the Commission

Amendment

(28 a) The Commission should ensure proper guidance to SMEs in the application of this regulation, particularly when it comes to the actual calculation, by means of targeted guidelines among others. A larger entity subcontracting an SME should also take their responsibility in this regard. Moreover, in order to minimise and gradually introduce any additional administrative burden, although they should be still subject to verification in order to ensure reliability of output data and a level-playing field for all, SMEs could be temporarily exempted from certain aspects, such as the use of primary data. In this sense, a staged system in the applicability of this regulation could be envisaged, whereby it would initially be based on a voluntary opt-in for concerned entities, to subsequently become mandatory for all transport agents.

Or. en

Amendment 113
Barbara Thaler, Marian-Jean Marinescu, Markus Ferber, Karolin Braunsberger-Reinhold

Proposal for a regulation
Recital 28 a (new)

Text proposed by the Commission

Amendment

(28 a) Greenhouse gas emissions accounting based on primary data may 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.

Or. en

Amendment 114

Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation

Recital 29

Text proposed by the Commission

(29) In case the verification of information on greenhouse gas emissions data of transport services is organised in accordance with specific rules set out by other Union legislation, including a regulation on ensuring a level playing field for sustainable air transport and implemented by the European Union Aviation Safety Agency, these rules shall be treated in an equivalent manner, under the condition that the verification assessment is established consistently with the requirements of this Regulation.

Amendment

(29) In case the verification of information on greenhouse gas emissions data of transport services is organised in accordance with specific rules set out by other Union legislation, including a regulation on ensuring a level playing field for sustainable air transport and implemented by the European Union Aviation Safety Agency *or the accounting of non-CO₂ emissions of aviation under Regulation (EU) 2023/2405 ("ETS Aviation") and Regulation (EU) 2015/757 ("MRV Regulation")*, these rules shall be treated in an equivalent manner, under the condition that the verification assessment is established consistently with the requirements of this Regulation.

Or. en

Amendment 115

Marian-Jean Marinescu, Gheorghe Falcă, Karolin Braunsberger-Reinhold, Barbara Thaler, Massimiliano Salini

Proposal for a regulation

Recital 29

Text proposed by the Commission

(29) In case the verification of information on greenhouse gas emissions data of transport services is organised in accordance with specific rules set out by other Union legislation, including *a* regulation on ensuring a level playing field for sustainable air transport and ***implemented by the European Union Aviation Safety Agency***, these rules shall be treated in an equivalent manner, ***under the condition that the verification assessment is established consistently with the requirements of this Regulation.***

Amendment

(29) In case the ***collection, verification and distribution*** of information on greenhouse gas emissions data of transport services is organised in accordance with specific rules set out by other Union legislation, including Regulation ***(EU) 2023/2405*** on ensuring a level playing field for sustainable air transport and ***establishing an environmental labelling scheme***, these rules shall be treated in an equivalent manner.

Or. en

Amendment 116

Anna Deparnay-Grunenberg, Bas Eickhout

Proposal for a regulation

Recital 29 a (new)

Text proposed by the Commission

Amendment

(29 a) 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, take into account any recurrence in the omission of the calculation and information duties or the provision of unfaithful information by concerned entities, among others. The minimum or maximum amounts established should by no means generate any incentive to non-compliance.

Or. en

Amendment 117

Marian-Jean Marinescu, Gheorghe Falcă, Karolin Braunsberger-Reinhold, Barbara Thaler, Massimiliano Salini

Proposal for a regulation

Recital 30

Text proposed by the Commission

(30) In order to allow for the efficient functioning of this Regulation, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of assessing and excluding certain elements of the reference methodology; submitting requests to the European Committee for Standardisation, establishing rules to conduct the technical quality check of external databases of default values, adapting metrics for output greenhouse gas emissions data and establishing further methods and criteria of accreditation of conformity assessment bodies. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making⁶². In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

⁶² Interinstitutional Agreement between the European Parliament, the Council of the European Union and the European Commission on Better Law-Making (OJ L 123, 12.5.2016, p. 1)

Amendment

(30) In order to allow for the efficient functioning of this Regulation, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of ***the developing of the methodology for calculating the full life cycle emissions related to the construction of infrastructure used by the vehicle and the emissions related to production, maintenance and end of life of the vehicle***; the assessing and excluding certain elements of the reference methodology; submitting requests to the European Committee for Standardisation, establishing rules to conduct the technical quality check of external databases of default values, adapting metrics for output greenhouse gas emissions data and establishing further methods and criteria of accreditation of conformity assessment ***bodies***. ***It*** is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making⁶². In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

⁶² Interinstitutional Agreement between the European Parliament, the Council of the European Union and the European Commission on Better Law-Making (OJ L 123, 12.5.2016, p. 1)

Amendment 118**Silvia Modig, Elena Kountoura****Proposal for a regulation****Recital 33***Text proposed by the Commission*

(33) In accordance with the principle of proportionality, it is necessary and appropriate for the achievement of the basic objective of incentivising behavioural change among businesses and customers to reduce greenhouse gas emissions from transport services through the uptake and use of comparable and reliable greenhouse gas emissions data to lay down rules on the accounting of greenhouse gas emissions of transport services. This Regulation does not go beyond what is necessary in order to achieve the objectives pursued, in accordance with Article 5(4) on the Treaty on European Union.

Amendment

(33) In accordance with the principle of proportionality, it is necessary and appropriate for the achievement of the basic objective of incentivising **public procurements with a lower carbon footprint and** behavioural change among businesses and customers to reduce greenhouse gas emissions from transport services, **especially when purchases are made entirely or partially with public funds**, through the uptake and use of comparable and reliable greenhouse gas emissions data to lay down rules on the accounting of greenhouse gas emissions of transport services. This Regulation does not go beyond what is necessary in order to achieve the objectives pursued, in accordance with Article 5(4) on the Treaty on European Union.

Or. en

Amendment 119**Nicola Danti****Proposal for a regulation****Recital 33 a (new)***Text proposed by the Commission**Amendment*

(33 a) In evaluating this Regulation, the Commission should examine whether it is necessary and feasible to include processes related to the construction, maintenance, and scrapping of vehicles, as well as transshipment and (de)boarding

equipment, in the methodology for calculating greenhouse gas emissions. This inclusion aims to establish a comprehensive life cycle-based approach to greenhouse gas emissions, aligning with the full carbon footprint approach outlined in the 2011 White Paper on transport and the Sustainable and Smart Mobility Strategy of December 2020. This comprehensive approach requires accounting for emissions throughout the entire lifecycle, including upstream chain and end-of-life emissions.

Or. en