



Council of the European Union
General Secretariat

Brussels, 17 November 2023

Interinstitutional files:
2023/0266 (COD)

WK 14911/2023 ADD 3

LIMITE

TRANS
CLIMA
CODEC

This is a paper intended for a specific community of recipients. Handling and further distribution are under the sole responsibility of community members.

INFORMATION

From:	General Secretariat of the Council
To:	Working Party on Transport - Intermodal Questions and Networks
N° prev. doc.:	ST 14177/1/23 REV1
N° Cion doc.:	ST 11821/23
Subject:	Proposal for a REGULATION on the accounting of greenhouse gas emissions of transport services - Comments from Member States on the revised PCY compromise

Delegations will find attached comments from **Austria** on the above-mentioned subject.

**Written comments by Austria regarding document 14177/1/23 REV 1
(Presidency's second compromise text)**

AT would like to thank the presidency for the work on the draft proposal, and taking into account the concerns of the Member States.

AT reiterates its position that the principle idea of full lifecycle assessment as laid down in recital 34 should be included in the calculation, which is currently not the case. This would lower the administrative burden for entities, companies and persons applying CountEmissionsEU, since reporting obligations laid down for example in the CSRD (Corporate Sustainability Reporting Directive) or the ESPR (Ecodesign for Sustainable Products Regulation) do require full life cycle based GHG-emission data as input data.

However, we do understand that adapting CountEmissionsEU towards full lifecycle assessment might need some more time of consideration.

Hence AT would **suggest** the following **bold** changes to amend the wording within the existing boundaries of a “well to wheel” approach:

- Recital (34)

The commission shall assess ~~in the future~~ **no later than 24 months after this regulation enters into force** the necessity and feasibility of the inclusion in the methodology for calculating greenhouse gas emissions of processes for the construction, maintenance, and scrapping of vehicles or transshipment and (de)boarding equipment in order to establish full life cycle based green house gas emissions, **since a full carbon footprint approach (life cycle based GHG-emissions) as intendend in the White Paper on transport of 2011 and the Sustainable and Smart Mobility Strategy of December 2020 requires that the upstream chain and the end-of-life emissions are included.**

- Article 3 (18) - Definitions

“well-to-wheel greenhouse emissions” means, for the purpose of applying this regulation, emissions representing the greenhouse gas impact stemming from both vehicle use and vehicle energy provision. **These data require adaptation or modification if full life cycle based GHG-emissions are implemented as greenhouse gas emissions of processes for the construction, maintenance, and scrapping of vehicles or transshipment and (de)boarding equipment are excluded from the accounting of “well-to-wheel” according to EN ISO 14083:2023.** For the maritime and aviation transport sectors it means well-to-wake greenhouse emissions.

- Article 4 Para 1. - Method for calculating greenhouse gas emissions of transport services

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

- Article 9 Para 4. - Establishing output data on greenhouse gas emissions of a transport service

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

- (a) mass CO₂e per tonne kilometre, or equivalent units, for freight transport;
- (b) mass CO₂e per tonne or equivalent units, for freight hub throughput;
- (c) mass CO₂e per passenger kilometre, or equivalent units, for passenger transport;
- (d) mass CO₂e per passenger or equivalent units, for passenger hub throughput.

These data require adaptation or modification if full life cycle based GHG-emissions are needed, e.g. vehicle manufacture or transport infrastructure provision.

- Article 18 - Report and review

Within 24 months after the entry into force of this regulation, the Commission shall carry out an evaluation of this Regulation in light of the objectives that it pursues, ~~and~~ present a report on the main findings to the European Parliament and the Council **and present a legislative proposal, if appropriate.** ~~by [OP: please insert a date: 5 years after the Regulation is applicable].~~

Justification: By using the current wording in recital 34 (in connection with recital 4 and 5) and articles in its current form, Austria sees some contradictions in expectations regarding the scope of the output data. It shall be highlighted that WTW (well to wheel) including vehicle use according to EN ISO 14083 does not mean for example the inclusion of the construction of vehicles and vehicle parts. Especially when assessing effects of electrification full LCA-based information seems to be more appropriate to assess the climate impact of the full system.

Organisations that have to fulfil for example CSRD or ESRP obligations need comprehensive GHG information on their transport processes, as they can use those as LCA-based data in their GHG accounting. Users of the data must at least be made directly aware that the information cannot simply be used 1:1 for further accounting under other regulations, but may need to be supplemented accordingly.