

# CO<sub>2</sub> REPORTING OF INDIVIDUAL TRANSPORT SERVICES IN FRANCE

## ICCT POLICY UPDATES

SUMMARIZE  
REGULATORY  
AND OTHER  
DEVELOPMENTS  
RELATED TO CLEAN  
TRANSPORTATION  
WORLDWIDE.

## KEY POLICY ELEMENTS

From October 1, 2013, pursuant to a series of decrees by the French Government,<sup>1,2,3</sup> providers of transport services (covering both passengers and freight) are obliged to calculate their **CO<sub>2</sub> emissions for all trips originating or terminating on French soil** and report them to the end users of the services.

The purpose of this legislative initiative is to allow customers to choose among comparable transport services based on their environmental performance. The provision thus applies to several transport modes (rail, road, air, maritime and waterways), and covers CO<sub>2</sub> emissions from well to wheel.<sup>4</sup>

The methodology for the calculation mirrors standard EN 16258:2012,<sup>5</sup> but it is slightly different in that the French regulation only concerns CO<sub>2</sub>, whereas the standard covers several GHGs from transport and reports as a CO<sub>2</sub>-equivalent value.



The calculation procedure for a transport service comprises three steps:

1. the identification of the different 'legs' that compose the trip
2. the calculation of energy consumption and CO<sub>2</sub> emissions for each leg
3. the calculation of overall energy consumption and CO<sub>2</sub> emissions by summing the results of each leg.

The calculation takes into account all the vehicles used to perform the given transport service (included those operated by subcontractors) and all fuel consumption from each fuel. 'Empty' trips made by each vehicle are also computed.

Four levels of data are identified:

- » Default values (Level 1)
- » Transport operator average fleet values (Level 2)
- » Transport operator specific values (Level 3)
- » Specific measured values (Level 4)

Transport providers are initially allowed to use default emission factors found in a database maintained by the French Ministry for the Ecology, Sustainable Development and Energy.<sup>6</sup> In July 2016, the obligation to use a more detailed calculation methodology will be phased in for enterprises having 50 employees or more.

Whereas default factors provide a way for small enterprises to easily comply with the requirements of the scheme, these do not really allow transport operators to highlight any particular CO<sub>2</sub> advantage their services may have. Operators of very efficient fleets will be compelled to use higher-level data for their calculations.

## EXPECTED BENEFITS

This initiative will help France meet its GHG reduction goals by allowing transport service providers with efficient operations to showcase their environmental performance, and by exposing inefficient links of supply chain systems. In addition, the harmonization of calculation methods will simplify the comparison between modes and operators in France. These benefits could be extended to other EU member states, which are likely to follow France's steps in the near future.

## REFERENCES

- [1] *Décret n° 2011-1336 du 24 octobre 2011 relatif à l'information sur la quantité de dioxyde de carbone émise à l'occasion d'une prestation de transport.*  
<http://www.legifrance.gouv.fr/affichTexte.do?cidTexte=JORFTEXT000024710173>
- [2] *Arrêté du 10 avril 2012 pris pour l'application des articles 5, 6 et 8 du décret n° 2011-1336 du 24 octobre 2011 relatif à l'information sur la quantité de dioxyde de carbone émise à l'occasion d'une prestation de transport.*  
<http://www.legifrance.gouv.fr/affichTexte.do?cidTexte=JORFTEXT000025714522>
- [3] *Arrêté du 10 avril 2012 pris pour l'application de l'article 14 du décret n° 2011-1336 du 24 octobre 2011 relatif à l'information sur la quantité de dioxyde de carbone émise à l'occasion d'une prestation de transport*  
<http://www.legifrance.gouv.fr/affichTexte.do?cidTexte=JORFTEXT000025706344>
- [4] *French Ministry of Ecology, Sustainable Development and Energy / Ministère de l'Écologie, du Développement durable et de l'Énergie. Information CO<sub>2</sub> des prestations de transport. Application de l'article L.1431-3 du code des transports. Guide méthodologique (in French).*  
[http://www.developpement-durable.gouv.fr/IMG/pdf/Guide\\_Information\\_CO2.pdf](http://www.developpement-durable.gouv.fr/IMG/pdf/Guide_Information_CO2.pdf)

- [5] EN 16258:2012 Standard. Methodology for calculation and declaration of energy consumption and GHG emissions of transport services (freight and passengers). <http://esearch.cen.eu/esearch/Details.aspx?id=13633557>
- [6] French Environmental and Energy Management Agency /*Agence de l'Environnement et de la Maîtrise de l'Énergie* (ADEME): Base Carbone carbon database (English site). <http://www.basecarbone.fr/en/>