**Webinar of 2024-04-16**

# Webinar 'EN ISO 14083 - GHG emissions accounting for transport operations, in the context of new Commission's proposal CountEmissions and other relevant EU legislation'

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| 1 | Is GLEC mandatory in ISO 14083 as seems to be suggested by these slides? Or is it optional? | GLEC is not mandatory. The GLEC Framework has been developed by a broad partnership of freight sector stakeholders, starting in 2014. Earlier versions of the GLEC Framework (from 2016) provided a methodological basis for ISO 14083, but the ISO discussions moved this on, and we have adapted the GLEC Framework in line with it. The way I look at it is that the GLEC Framework is a companion implementation guide for the standard. It is intended to be helpful, but it is not compulsory. |
| 2 | I don't understand the decision to take a location-based approach to electricity consumption. This means that there is no incentive for companies to invest in green electricity. | This is to provide consistency with other existing standards, both within the ISO14000 series and with the GHG protocol. It is allowed to report a market-based value using green electricity alongside the location-based value. |
| 3 | Why was chosen for "Full fuel cycle approach" (well to wheel) instead of often used Tank to wheel approach? | Use of the full fuel cycle approach is essential if we are to capture the full impact of transport in the context of the energy transition that is ongoing and necessary to achieve decarbonization in the transport sector. Many of the new energy sources for transport have a very different emission profile in terms of the split between production and use. Also there can be significant variation in lifecycle emissions between one source of energy and another which need to be transparently calculated. Electricity is the obvious example where countries with low carbon energy can have a grid emission factor in the range 20-60 gCO2e/kwh, whereas countries that still rely on fossil fuels for electricity generation maybe >400 gCO2e/kwh. |
| 4 | Is freight storage not included in hub operation? If yes - how to differentiate? | Long term storage is not included. We had a long debate about it and there was no consensus. What is clear is that short term storage such as at a transport company's warehouse is included |

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| | | because the primary purpose of this remains transportation. It is at the warehouse purely to facilitate the overall transport to the contracted end point. The difficulty comes with long term storage of commodities, for example grain, because in such circumstances the storage is often determined by commercial trading conditions and is nothing to do with the transport system. I suspect it is a topic that would be reopened an discussed again at future revision. However, to make progress it would be important for someone to come with a well-developed, and preferably tested, proposal as input to the discussion. |
| 5 | How could these emissions from the organization's transport chains be integrated within the whole organization emissions reporting according to ISO 14064-1? Should the emissions calculated according to the ISO 14083 be integrated in the specific categories of the ISO 14064-1 related to transportation? | Yes, that is exactly what is intended according to the diagram that I showed at the start of the presentation. |
| 6 | Are insetting mechanisms and emissions outside of system boundary (e.g., modal shift) addressed? | Insetting mechanisms are currently outside. It is a fast-moving topic that wasn't well-enough developed in 2021/22 to be included. Since then, there have been further developments and it could well be a topic that is discussed as part of a future revision. I would also point you at SFC's Market Based Measures Framework and the Book and Claim Community for the latest on this topic. The impact of modal shift would be assessed by calculating the emissions from a transport chain by one mode (actual or modelled) and comparing this with an alternative transport chain, probably modelled. |
| 7 | When must shipping sector report according to ISO14083? So far EU MRV refers to EN 16258. | This is outside of the scope of the webinar, as EU MRV falls under the responsibility of DG CLIMA. See Climate Action - European Commission (europa.eu) |
| 8 | About distances and transport activity. I think there is discrepancy between picture (figure 8) and text in ISO 14083 when | It's very hard to visualise this question without having the picture and the text in front of me right now. I'm confident that what is in the |

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| | talking about transport distances and tonne kilometres (chapter 12.1.2: "The transport activity of a transport chain (TTC) shall be calculated by adding the transport activity of all transport TCEs that compose this transport chain." So in text there is said that distance of transport chain should be the sum of TCE:s but in picture distance should be straight route from sender to receiver (SFD or GCD). To get emission intensities comparable between different transport operators the picture is right, and text should be changed. | standard is correct as we spent a lot of time checking this, so are you referring to a figure elsewhere? Feel free to follow up with me directly. |
| 9 | EU emissions factor database: Is it planned to include mandatory 'sustainable' fuel (e.g., Refuel EU Aviation,) in emissions factor calculation? Question refers to market-based vs. location-based discussion. Mandatory sustainable fuels are sometimes sold as '100%'-Batch to a single user for an extra fee. Are such market conditions recognised? | The Emission factor database will be developed by the Commission with the support of the European Environmental Agency, also on the basis of the results of the Horizon Project under topic HORIZON-CL5-2023-D6-01-08. Details are presented in the Impact Assessment accompanying the proposal (links in the shared ppt). |
| 10 | Why is it only a voluntary to disclose the emissions? Voluntary option doesn´t bring the companies to do so and won´t help to reduce emission in order to achieve the aims concerning climate change. And why no clear requirements for using ISO 14083? | CountEmissions EU adopts a quasi-voluntary approach (labelled as “binding opt-in”) by providing common rules for accounting GHG emissions of transport services and obliging market players to use it only in case they share, report or disclose these data with any third party. This approach ensures consistency and comparability of GHG emissions data without imposing significant burden for companies that currently do not have capabilities to account their transport emissions. Details are presented in the Impact Assessment accompanying the proposal (links in the shared ppt). |
| 11 | @Niccolo, can you share (a link to) the verification documentation (and the CountEmissions EU directive documentation) | Links are provided at the end of the shared presentation. |

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| 12 | What is the technical specification basis for being an accredited verification body under this regulation? | Accreditation procedures are provided in Art. 15 of the proposal and the Commission can supplement them via a delegated act. Details are presented in the Impact Assessment accompanying the proposal (links in the shared ppt). |
| 13 | Does CountEmissions have any mandatory requirements for companies right now? If not, will there be any in the near future? | No, it does not. We cannot pre-empt future policy decisions, but CountEmissions EU is designed as a harmonised tool. Details are presented in the Impact Assessment accompanying the proposal (links in the shared ppt). |
| 14 | Hello, Regarding Emission Factors, we can see that when we compare the previous with current table EF for CNG has been increased. What is the main reason for that?<br>GLEC FRAME V2.0 = WTW 3,59 (European Source)<br>GLEC FRAME V3.0 = WTW 3,83 (American Source) I could not find a EF for Europe related to kgCO2e/kg | Actually the 3,83 in GLEC Framework v3 is from a European source. The answer to this question is contained within the GLEC Framework v3:<br><br>“The input data is from the latest updates (at time of writing) of the same sources. Two of the sources have seen significant revisions between the drafting of ISO 14083 and the production of GLEC Framework v3, namely the release of the ecoinvent version 3.9.1 and the GREET 2022 annual update.”<br>“The use of ecoinvent 3.9.1 is particularly significant because its content was updated following identification of previously unknown/unquantified high levels of methane venting direct to atmosphere in the fossil fuel extraction phase. The result is that the energy production (WTT) emissions are significantly higher, in some cases up to 50%, for fossil and fossil-derived fuels than previous energy production emission estimates.” |
| 15 | Why is vehicle manufacturing not taken into account? | I think I already answered that as it is considered as being covered by ISO 14067. |
| 16 | When the database will be available? | The Core EU database of default values for greenhouse gas emission intensity and the Central EU database of default greenhouse gas emission factors are planned to be developed during the implementation phase, which will last 42 months from entry into force. Details are presented in the Impact Assessment |

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| | | accompanying the proposal (links in the shared ppt). |
| 17 | When will the EU regulation be in force? | CountEmissions EU proposal foresees a 42-months implementation. We cannot provide clear dates as this will depend on co-legislators. |
| 18 | Why not using the ISO 14064-3 for the verification rules? | The ISO 14064-3 verification rules would provide a general basis but would not be specific enough to ensure consistent application of what is a detailed standard. |
| 19 | Is it possible to clarify the notion of "hub" | A hub is defined within the standard as “a location where passengers transfer and/or freight is transferred from one vehicle or mode of transportation to another before, after or between different elements of a transport chain<br><br>Note 1 to entry: Hubs include, but are not limited to, rail/road terminals, cross-docking sites, airport terminals, terminals at seaports and distribution centres.” |