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GHG Emissions Accounting and Reporting for Transport

Country perspectives : France

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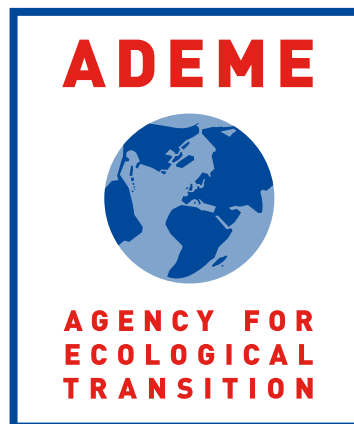
Accelerating the ecological transition with ADEME

State operator under supervision of:

- the Ministry for an Ecological Transition and Territorial Cohesion;
- the Ministry for the Energy Transition
- the Ministry for Higher Education and Research.

Sectors of activity:

- Climate change;
- Air and mobilities;
- Energies;
- Sustainable production;
- Sustainable urban planning;
- Agriculture and forestry;
- Circular economy;
- Buildings;
- Behaviour change and mobilisation.



Budgets

- € 978 million in 2023
- 2,986 billion as part of France 2030



Our missions:

- Amplify the deployment of the ecological transition;
- Contribute to collective expertise;
- Innovate and prepare for the future.

How much, where?

- 1220 employees, including 383 in the regions;
- 3 central sites (Angers, Valbonne, Montrouge)
- 17 regional offices.

<https://agirpourlatransition.ademe.fr/>

<https://www.ademe.fr/en>

Highlights of the 2000s, in France, regarding transport and GHG emissions reporting



The GHG Transport Protocol (2005)

Published by EpE (Enterprises pour l'Environnement, www.epe-asso.org), developed with the collaboration of ADEME and member companies of EpE:



Example : emissions reported by a service provider and its instructing party

Consider the following situation:

- Transport company A emits, through its transport activities, 50 kt CO₂-e from the vehicles it owns itself and which operate on diesel oil. In addition, it has a fleet of electric vehicles for which the production of the consumed electricity has emitted 30 kt CO₂-e. It does not itself make use of service providers and its only customer is company B.
- Company B has its own vehicles, which emit 20 kt CO₂-e, as well as electric vehicles for which the production of electricity used has emitted 10 kt CO₂-e. The remaining transport services are exclusively carried out by company A on its behalf.

The breakdown of the different scopes of the 2 companies is shown below :

A Service provider		B Instructing party	
Scope 1	50	Scope 1	20
Scope 2	30	Scope 2	10
Scope 3	0	Scope 3	50 + 30

Highlights of the 2000s, in France, regarding transport and GHG emissions reporting

International workshop on International Standards to Promote Energy Efficiency and Reduce Carbon Emissions (March 2009)

<https://www.iso.org/news/2009/03/Ref1210.html>

“More than 250 private sector experts and public policy makers from all over the world will gather in Paris on 16-17 March 2009 for an international workshop on International Standards to Promote Energy Efficiency and Reduce Carbon Emissions.”

In the same building as today, I presented the project of EN 16258 (published in 2012) !

Highlights of the 2000s, in France, regarding transport and GHG emissions reporting

GHG Information for transport services

<https://www.ecologie.gouv.fr/information-ges-des-prestations-transport>

Methodological guide (English version) :

https://www.ecologie.gouv.fr/sites/default/files/Information_GES%20-%202019.pdf

Proposal for a new article of law, submitted in 2007, adopted in 2010; then decree published in 2011; orders published in 2012, and entry into force in 2013.

Article of law became **article L. 1431-3 of the French transport code**

https://www.legifrance.gouv.fr/codes/article_lc/LEGIARTI000043976915/2025-01-01/

2015 : CO2 replaced by GHG, and transport services limited to national boundary

2021 : starting in 2025, possible administrative fines (3 k€, max)



Principles of the French regulation « GHG Information for transport services »

- GHG information applies to "any public or private persons organising or selling transport services for passengers, goods or moving purposes, carried out using one or several means of transport, departing from or travelling to a location in France, with the exception of transport services organised by public or private persons for their own behalf" (refer to article D1431-2 of the French transport code).
- Methodology of calculation intended to be aligned with EN 16258:2012
- Emission factors and default values in the national database "Base Empreinte" <https://base-empreinte.ademe.fr/>



French regulation « GHG Information for transport services » : next steps

- Not outdated, but need to be aligned with ISO 14083:2023 and future European regulation CountEmissions EU
- Come back to boundary including international transport services
- Improve reporting, both for freight and passengers :
 - Harmonization and rules would help both customers and providers of transport services
 - For freight, solutions for automatic data transfer are now developed and available (<https://www.eve-transport-logistique.fr/plateforme-eve/>)
 - Solutions for compiling annual emissions would be more pedagogical than separate values for each trip (passengers)





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Faster, higher, stronger – together
(Olympic games motto)

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