(English version)

Priority question for written answer P-002356/25
to the Commission
Niels Flemming Hansen (PPE)
(11 June 2025)

Subject: Ensuring comprehensive value chain emissions reporting through the prompt adoption of CountEmissions EU

An increasing number of EU companies are reporting greenhouse gas emissions as part of their climate strategies. Credible and consistent data is vital for assessing environmental performance and advancing decarbonisation.

The proposed green claims directive establishes a framework for communicating environmental claims to consumers. However, it does not provide a standardised methodology for the crucial business-to-business (B2B) exchange of emissions data. This legislative gap risks creating an uneven playing field, undermining the efforts of green frontrunners and potentially enabling greenwashing within complex value chains.

The CountEmissions EU proposal is specifically designed to fill this void by creating a common EU methodology for calculating and reporting emissions from transport services. By harmonising B2B reporting, it provides the missing link for end-to-end transparency, ensuring that data is reliable from the transport operator to the final customer.

In the light of the above:

1. What specific steps will the Commission take to facilitate the swift start of trilogue negotiations between the Council and Parliament on the CountEmissions EU file?

2. If the adoption of the CountEmissions EU regulation were to be significantly delayed, what is the Commission's assessment of the potential negative impact on the transport and logistics sector, as well as on the EU's overall climate objectives?

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Answer given by Mr Tzitzikostas on behalf of the European Commission
(15 July 2025)

1. Since December 2024, after both co-legislators had adopted and the European Parliament confirmed their positions on the file, the Commission has urged the trilogues to start. Denmark recently confirmed that it will take up the CountEmissionsEU file under its Presidency. A swift start of the trilogue negotiations is underway and the date for the opening trilogue meeting is already agreed.

2. The Commission is ready to support and facilitate the discussions between the co- legislators to achieve a timely adoption of the CountEmissions EU regulation. If the adoption were to be significantly delayed, the objectives of the Commission proposal to harmonise the calculation of greenhouse gas (GHG) emissions of transport services to enable customers to choose more sustainable transport options while encouraging the uptake of GHG accounting by businesses, and thereby to contribute to the overall EU's climate objectives, would be further pushed back. Lack of a unified EU framework would also mean continued use of divergent methods across operators, reducing comparability and interoperability and creating extra burdens to industry. Green transport solutions might not be rewarded properly in the market due to possible greenwashing and consumer mistrust in published information.