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REGULATION (EU) 2026/0471

OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

of 1 April 2026

on the introduction of a mandatory CO2 emission certificate for leisure vehicles (Camping Carbon Pass — CCP) and the establishment of a harmonised framework for CO2 reporting obligations in the recreational vehicle sector

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 192(1) thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social Committee (1),

Having regard to the opinion of the Committee of the Regions (2),

Acting in accordance with the ordinary legislative procedure (3),

Whereas:

(1) Leisure vehicles, in particular motorhomes, caravans, panel vans and camping buses, have to date not been included in the European Emissions Trading System (EU ETS). This constitutes a systemic gap in the Union's climate protection framework that requires urgent closure.

(2) Data from the European Environment Agency (EEA) indicate that recreational travel by motorised leisure vehicles in the Union generates an estimated 18.4 million tonnes of CO2 equivalent per year. This figure is broadly comparable to the total emissions of a medium-sized Member State.

(3) This framework complements Regulation (EU) 2019/631 on CO2 emission standards for passenger cars and light commercial vehicles, as well as the Energy Performance of Buildings Directive, and for the first time establishes a sector-specific regime for the mobile leisure sector.

(4) In order to ensure proportionality, the reporting obligation applies exclusively to holders who travel more than 5,000 kilometres per calendar year for camping-related purposes. Occasional campers are therefore not covered by this Regulation.

(5) The inclusion of a Comfort Footprint Parameter (CFP) is necessary given that energy consumption at leisure pitches has to date been entirely absent from statistical records. The CFP accounts for vehicle-related energy use as well as standardised infrastructure utilisation parameters. A detailed methodology is set out in Annex I.

(6) The inclusion of companion animals as emission-relevant travel companions is based on findings from the life-cycle analysis of animal companions in tourism (LCA study by the Joint Research Centre, 2024). Meat consumption, transport weight and species-specific methane emissions justify a standardised flat-rate allocation as set out in Annex III.

(7) Awning structures and canopy systems with a floor area exceeding 12 m2 result in a statistically significant inhibition of evaporation on sealed and partially sealed leisure pitch surfaces and must therefore be accounted for within the CFP framework as set out in Annex II.

(8) In order to ensure uniform application, Member States shall designate competent national authorities responsible for registration, supervision and enforcement. For Germany, the Federal Motor Transport Authority (Kraftfahrtbundesamt) shall act as the competent authority.

(9) A digital infrastructure comprising a mandatory application (CCP App) and pitch-level QR codes is necessary to ensure accurate and real-time consumption monitoring in a manner that is both technically feasible and administratively efficient.

(10) Revenue from the sale of Camping Emission Certificates (CEC) should be directed to the European Climate Transition Fund to support sustainable mobility projects, including the development of low-emission leisure vehicles and the electrification of campsite infrastructure.

(11) This Regulation respects the fundamental rights and observes the principles recognised in the Charter of Fundamental Rights of the European Union. Data collected through the CCP App shall be processed in accordance with Regulation (EU) 2016/679 (General Data Protection Regulation).

HAVE ADOPTED THIS REGULATION:

CHAPTER I — GENERAL PROVISIONS

Article 1 — Subject matter and objective

This Regulation lays down the conditions, procedures and consequences for the introduction of the Camping Carbon Pass (CCP). Its objective is to establish a transparent, Union-wide framework for measuring, reporting and, where applicable, compensating greenhouse gas emissions arising from the private use of leisure vehicles across the Member States.

Article 2 — Scope

(1) This Regulation applies to natural and legal persons resident or established in a Member State of the European Union who are the registered holders of one or more leisure vehicles within the meaning of Article 3 and who travel more than **5,000 kilometres** for camping-related purposes in the relevant calendar year.

(2) This Regulation does not apply to professional vehicle rental companies, manufacturers' test fleets, or vehicles used exclusively for commercial transport purposes.

(3) Member States may, by way of exception, exempt holders of vehicles manufactured before 1 January 2000 from the reporting obligation, provided that annual mileage does not exceed 8,000 kilometres.

Article 3 — Definitions

"Leisure vehicle" means a motorhome, caravan, converted panel van, camping bus or any other vehicle primarily designed or used for mobile overnight accommodation in the open air, irrespective of propulsion type;

"Camping Carbon Pass" (CCP) means the personalised emission certificate issued pursuant to Article 6, confirming a holder's registration and displaying their current Carbon Corridor status;

"Carbon Corridor" means the annual individual CO2 budget calculated and allocated pursuant to Article 7, expressed in tonnes of CO2 equivalent;

"Comfort Footprint Parameter" (CFP) means the composite calculation coefficient for comfort-related and pitch-related emissions as set out in Annex I;

"Emission-relevant travel companions" means pets with a body mass exceeding 20 kg that are transported in the leisure vehicle and contribute to the total emissions calculation pursuant to Annex III;

"Camping Emission Certificate" (CEC) means a tradeable instrument representing one tonne of CO2 equivalent, purchasable via the EU CCP Portal to offset excess emissions;

"Awning area flat rate" means the flat-rate CO2 surcharge pursuant to Annex II, Table 4b, applicable to awning structures or canopy systems with a floor area exceeding 12 m2;

"CCP App" means the official digital application referred to in Article 9, mandatory for all registered holders;

"Carbon Corridor exceedance" means any positive difference between a holder's actual annual emissions and their allocated Carbon Corridor, triggering the certificate obligation under Article 11;

"Pitch energy consumption" means all energy consumed at a campsite pitch, including electricity drawn from the site's supply network and gas used for cooking, heating or hot water production.

CHAPTER II — REGISTRATION AND CARBON CORRIDOR

Article 4 — Registration obligation

(1) Holders of leisure vehicles who exceed the threshold referred to in Article 2(1) are required to register with the competent national authority no later than **31 March of the following calendar year**. For the first year of application, the registration deadline is 30 June 2027.

(2) Registration shall be carried out exclusively via the digital portal described in Article 9 (CCP App). No analogue registration procedure is provided for.

(3) The following information must be provided upon registration:

(a) vehicle identification number (VIN) and licence plate number;

(b) vehicle class and fuel type pursuant to Annex I, Table 0;

(c) manufacturer's declared CO2 emission value (g/km);

(d) number of registered sleeping berths;

(e) installed accessories subject to CFP assessment pursuant to Annex I, Table 2;

(f) awning or canopy floor area, where applicable;

(g) number, species and body mass of pets to be transported pursuant to Annex III.

(4) Holders are responsible for updating their registration within 30 days of any material change to the registered information.

(5) Upon successful registration, the competent authority shall issue a Camping Carbon Pass in digital form via the CCP App. A printed version may be requested at a fee of EUR 12.50.

Article 5 — Calculation of the Carbon Corridor

(1) The individual Carbon Corridor shall be calculated on the basis of the following weighted parameters:

Parameter	Basis of calculation	Annex ref.	Weight
Driving emissions	Manufacturer CO2/km x annual camping kilometres	Annex I, §1	60 %
Pitch energy consumption	Gas + electricity, flat rates per vehicle class	Annex I, §4	25 %
Comfort Footprint Parameter (CFP)	Vehicle size, berths, accessories, awning	Annex I, §5–§17	15 %

(2) The Carbon Corridor is capped at **4.0 tonnes of CO2 equivalent per calendar year**. Exceedances trigger the certificate obligation under Article 11.

(3) The Commission shall review the cap referred to in paragraph 2 every two years in light of technological developments and Union climate targets, and may adjust it by means of a delegated act.

Article 6 — Verification and audit

(1) Competent national authorities shall carry out random audits of at least 3 % of registered holders per calendar year to verify the accuracy of declared consumption data.

(2) Where an audit reveals a material discrepancy between declared and actual emissions, the holder shall be required to purchase additional CECs to cover the difference, and a penalty surcharge of 15 % shall apply.

(3) Holders who dispute audit findings may submit a reasoned objection to the competent authority within 30 days. The authority shall issue a final decision within 90 days of receipt of the objection.

CHAPTER III — COMFORT FOOTPRINT AND SPECIAL PROVISIONS

Article 7 — Comfort Footprint Parameter (CFP) — general provisions

(1) The Comfort Footprint Parameter captures comfort-related and infrastructure-related emissions arising from the use of accessories and pitch-level consumption patterns. A full methodological description, including all calculation formulas, weighting tables and vehicle class coefficients, is set out in **Annex I (Sections 1 through 17)**.

(2) The following accessories and equipment shall be classified as emission-relevant comfort equipment for the purposes of this Regulation:

Equipment category	CFP sub-index	Base coefficient	Annex I ref.
Air conditioning (roof/compact/split)	CFP-AC	0.042 t/week	§ 6.1
Absorption refrigerator	CFP-AR	0.011 t/week	§ 7.2
Compressor refrigerator	CFP-CR	0.008 t/week	§ 7.3
Electrically operated awning	CFP-EA	0.003 t/week	§ 8.1
Satellite dish (aperture > 45 cm)	CFP-SD	0.002 t/week	§ 9.4
Electric rear garage drive	CFP-RG	0.005 t/week	§ 10.2
Hot water boiler (electric, > 10 l)	CFP-HW	0.007 t/week	§ 11.1
Underfloor heating (electric)	CFP-UH	0.014 t/week	§ 12.3
Solar panel array (> 300 Wp)	CFP-SP	-0.009 t/week	§ 13.1
Lithium battery bank (> 200 Ah)	CFP-LB	-0.004 t/week	§ 13.2

* Negative coefficients indicate emission-reducing equipment. These reduce the CFP sub-total and may partially offset other accessory contributions. Solar panels and battery systems are the only categories eligible for negative coefficients under this Regulation.

(3) The aggregate CFP score shall be calculated as the sum of all applicable sub-index values, multiplied by the vehicle class factor (VCF) as defined in Annex I, Table 1. The resulting value shall not fall below zero irrespective of negative sub-index contributions.

Article 8 — Awning area flat rate

(1) Holders who operate an awning structure or canopy system with a floor area exceeding **12 m2** during a camping stay shall be subject to a flat-rate CO2 surcharge of **0.3 tonnes of CO2 equivalent per holiday week**, independently of the CFP accessory sub-index.

(2) The flat rate referred to in paragraph 1 is based on the scientifically documented inhibition of evaporation caused by large-area textile coverings on sealed and partially sealed leisure pitch surfaces, as quantified in JRC Technical Report 2024-441-EN.

(3) For awning structures between 12 m2 and 20 m2, the standard flat rate of 0.3 t/week applies. For structures exceeding 20 m2, a scaled rate pursuant to Annex II, Table 4b applies.

Awning / canopy area	Flat rate per week (t CO2 eq.)	Annual max. (12 weeks)
≤ 12 m2	Not applicable	—
12.01 – 20 m2	0.300	3.600

20.01 – 30 m2	0.420	5.040
> 30 m2	0.580	6.960

Annex II, Table 4b — Awning area flat rate schedule

(4) Where an awning is equipped with an electric drive system, the CFP-EA sub-index pursuant to Article 7(2) shall additionally apply.

CHAPTER IV — EMISSION-RELEVANT TRAVEL COMPANIONS

Article 9 — Pets as emission-relevant travel companions

(1) Pets with a body mass exceeding **20 kilograms** that are transported in the leisure vehicle shall be classified as emission-relevant travel companions within the meaning of this Regulation and shall be registered pursuant to Article 4(3)(g).

(2) The emission allocation referred to in paragraph 1 is based on a life-cycle assessment methodology taking into account the following contributory factors:

— dietary CO2 footprint: average meat and processed pet food consumption per kg body mass per day, as established by JRC reference values (JRC Technical Report 2023-118-EN);

— transport weight increment: additional fuel consumption attributable to the animal's body mass, calculated using the vehicle-specific fuel sensitivity coefficient (FSC) defined in Annex I, §14;

— enteric fermentation: species-specific methane emissions from digestive processes, expressed in CO2 equivalent per kg body mass per day (Annex III, §2);

— faeces disposal impact: lifecycle emissions associated with plastic waste bags, collection, transport and landfill processing, calculated per animal per week (Annex III, §3).

(3) The flat-rate allocation shall be made pursuant to Annex III, Table 7b, depending on body mass category and duration of stay. Holders are required to declare the number, species and body mass of all pets to be transported upon registration pursuant to Article 4.

(4) Pets with a body mass of 20 kg or less are classified as emission-neutral travel companions and are not subject to any CO2 allocation under this Regulation.

Pet body mass category	CO2 eq. per week (t)	Dietary contrib. (t)	Transport contrib. (t)	Enteric + disposal (t)	Annual max. (12 weeks, t)
≤ 20 kg	—	—	—	—	—
20 – 35 kg	0.015	0.009	0.003	0.003	0.180
35 – 50 kg	0.022	0.013	0.005	0.004	0.264
> 50 kg	0.031	0.018	0.008	0.005	0.372

Annex III, Table 7b — Flat-rate CO2 allocation for emission-relevant pets. Breakdown by contributory factor shown for transparency.

Practical Example — Two large dogs, four-week camping trip

A holder travelling with two dogs each weighing 28 kg for a total of 4 weeks incurs the following pet-related CO2 allocation: 2 dogs x 0.015 t/week x 4 weeks = 0.120 t CO2 equivalent. This amount is added to the holder's Carbon Corridor consumption. At a certificate price of EUR 55/t, the cost attributable to the dogs would be EUR 6.60 — provided the holder's total Carbon Corridor is not exceeded. If the Corridor is already fully consumed, the additional 0.120 t would require the purchase of approximately 0.12 Camping Emission Certificates at a cost of EUR 6.60.

CHAPTER V — DIGITAL INFRASTRUCTURE

Article 10 — CCP App (mandatory application)

(1) Holders subject to the registration obligation are required to install the official **EU CampingCarbon App** on a compatible mobile device and to keep it active during all camping stays from the date of registration.

(2) The App shall connect via Bluetooth Low Energy (BLE) to the vehicle's on-board electronics (OBD-II interface or equivalent) and record consumption data in real time. Minimum hardware compatibility requirements are set out in Commission Implementing Regulation (EU) 2026/0812.

(3) Data processing shall be carried out in accordance with Regulation (EU) 2016/679 (GDPR). Server-side storage shall take place exclusively on infrastructure operated by or on behalf of the European Commission, located within the territory of the European Union. The designated server location is Luxembourg (Grand Duchy).

(4) The App shall provide holders with a real-time dashboard displaying:

— current Carbon Corridor consumption (in tonnes and as percentage of annual cap);

— remaining annual Carbon Corridor balance;

— breakdown by emission source (driving, pitch energy, CFP, pets, awning);

— projected year-end balance based on current consumption trajectory;

— direct access to the CEC purchase portal.

(5) Holders without access to a compatible smartphone may designate a certified "Digital Representative" to fulfil all App-based obligations on their behalf. Such designation must be notified to the competent national authority in writing at least 14 days prior to the commencement of the camping season.

Article 11 — QR code obligation on camping and leisure pitches

(1) Operators of camping and leisure sites with **30 or more pitches** shall, from 1 January 2027, affix a machine-readable QR code to each individual pitch. The QR code shall comply with ISO/IEC 18004:2015 and be maintained in a legible condition at all times.

(2) Scanning the pitch QR code upon check-in shall automatically associate the pitch's electricity metering with the guest's personal CCP App account, enabling real-time consumption attribution to the guest's Carbon Corridor.

(3) Operators of sites where electricity is charged on a flat-rate basis (without individual metering) shall apply the consumption flat rates set out in Annex I, Table 3, based on pitch category.

(4) Operators who fail to comply with paragraph 1 by the prescribed deadline shall have their EU Camping Quality Mark suspended until full compliance is achieved. The competent authority shall issue a formal warning at least 60 days prior to suspension.

CHAPTER VI — EMISSION CERTIFICATES, SANCTIONS AND FINAL PROVISIONS

Article 12 — Camping Emission Certificates (CEC)

(1) Holders whose total annual emissions exceed their Carbon Corridor are required to purchase a **Camping Emission Certificate (CEC)** for each tonne of CO2 equivalent in excess, no later than 30 April of the following calendar year.

(2) The certificate price shall be aligned with the prevailing ETS market price and is currently estimated at **EUR 50 to 60 per tonne of CO2 equivalent**. The Commission shall publish an updated reference price by 1 February of each year.

(3) Certificates may only be purchased via the official EU CCP Portal (ccp.europa.eu). Certificates purchased through third-party platforms shall not be recognised for compliance purposes.

(4) Revenue from CEC sales shall be allocated as follows: 70 % to the European Climate Transition Fund, 20 % to the relevant Member State for national enforcement and administration, and 10 % to fund research into low-emission recreational vehicle technology.

Article 13 — Sanctions

(1) Member States shall lay down the rules on sanctions applicable to infringements of this Regulation and shall take all measures necessary to ensure that they are implemented. The sanctions provided for shall be effective, proportionate and dissuasive.

Infringement	Administrative penalty
Failure to register within prescribed deadline	EUR 150 per month of delay, max. EUR 1,800
Failure to install or operate CCP App	EUR 80 per camping night, max. EUR 960/year
Failure to purchase required CECs by deadline	1.5x CEC market price per tonne outstanding
Provision of false registration data (material)	EUR 500 + retroactive CEC purchase requirement
Campsite operator: failure to install QR codes	EUR 2,500 per inspection + EU Quality Mark suspension

Article 14 — Consultation period

The consultation period for associations, stakeholders and private individuals runs until **31 July 2026**. Submissions must be made via the EU consultation portal (ec.europa.eu/consultation/ccp2026). Submissions received after this date shall not be taken into account.

Article 15 — Entry into force

This Regulation shall enter into force on the twentieth day following its publication in the Official Journal of the European Union. It shall apply from **1 January 2027**.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Strasbourg, 1 April 2026.

For the European Parliament

R. METZGER
The President

For the Council

B. KOWALSKI
The President

(1) OJ C 220, 14.3.2026, p. 47. (2) OJ C 198, 1.3.2026, p. 112. (3) Position of the European Parliament of 18 March 2026 (not yet published in the Official Journal) and decision of the Council of 28 March 2026.

ANNEX I

COMFORT FOOTPRINT PARAMETER (CFP) — CALCULATION METHODOLOGY

This Annex sets out the full methodological framework for the calculation of the Comfort Footprint Parameter (CFP) as referred to in Articles 7 and 5(1) of this Regulation. Sections 1 through 17 are legally binding and form an integral part of the Regulation.

§ 1 — Driving Emissions (DE)

The driving emission component is calculated as follows:

$$DE = (CO2\_mfr / 1{,}000{,}000) \times km\_camping$$

Where CO2_mfr is the manufacturer-declared CO2 emission value in grams per kilometre (g/km) and km_camping is the total camping-related kilometres driven in the calendar year. Where a manufacturer value is unavailable (e.g. for converted vehicles), the applicable default values in Table 0 shall be used.

Vehicle category	Propulsion	Default CO2 value (g/km)
Class A motorhome (> 7.5 m)	Diesel	295
Class B motorhome (≤ 5.5 m)	Diesel	198
Class C motorhome (5.5–7.5 m)	Diesel	248
Converted panel van	Diesel	212
Caravan (towing vehicle)	Diesel	Tow vehicle value + 18 %
All categories	Petrol	Category diesel value + 8 %
All categories	LPG/CNG	Category diesel value - 12 %
All categories	Full electric	28 (grid emissions factor)
All categories	Plug-in hybrid	Category diesel value x 0.55

Table 0 — Default CO2 emission values by vehicle category and propulsion type.

§ 2 — Definition of Camping-Related Kilometres

(1) Camping-related kilometres (km_camping) are defined as all kilometres driven by the leisure vehicle during a period in which the vehicle is used or intended to be used for overnight accommodation purposes. This includes transit journeys to and from the camping destination.

(2) Holders may elect to use one of the following methods to determine km_camping:

— Method A (Actual): odometer readings at start and end of each camping trip, as logged automatically by the CCP App where BLE connectivity is active;

— Method B (Declared): annual self-declaration of camping kilometres, subject to a 10 % uplift applied by the competent authority to account for under-declaration risk;

— Method C (Proportional): total annual vehicle kilometres multiplied by the camping use proportion, as declared upon registration and verified every three years.

(3) Holders may not switch between methods within a calendar year. A change of method requires written notification to the competent authority by 31 January of the year in which the change is to take effect.

§ 3 — Towing Vehicle Emissions (Caravan-Specific)

For caravan holders, the driving emission component shall be based on the CO2 value of the towing vehicle as declared by the manufacturer, multiplied by an aerodynamic drag factor (ADF) of 1.18. This factor accounts for the additional aerodynamic resistance introduced by the caravan body. Where the towing vehicle is electric, the grid emissions factor of 28 g/km shall be used as the base value prior to application of the ADF.

DE_caravan = (CO2_tow / 1,000,000) x km_camping x 1.18

§ 4 — Pitch Energy Consumption (PEC)

(1) The pitch energy consumption component accounts for all energy used at the campsite pitch, comprising electricity (grid-supplied) and gas (LPG or natural gas). The PEC is calculated as follows:

PEC = (kWh_elec x EF_elec) + (kg_gas x EF_gas)

Where EF_elec is the EU average grid electricity emission factor (0.233 kg CO2/kWh, updated annually by Commission Implementing Decision) and EF_gas is the emission factor for LPG (2.98 kg CO2/kg) or natural gas (2.20 kg CO2/kg) as applicable.

(2) Where individual metering is unavailable (flat-rate pitches), the following default consumption values shall apply per camping night:

Vehicle class	Default electricity (kWh/night)	Default gas (kg/night)	Total PEC (kg CO2/night)
Class A motorhome	6.8	0.85	4.12
Class B motorhome	3.2	0.40	1.94
Class C motorhome	4.9	0.62	2.99
Converted panel van	2.8	0.35	1.70
Caravan (all sizes)	4.1	0.70	3.04

Table 3 — Default pitch energy consumption values. Actual metered values take precedence where available.

§ 5 — Vehicle Class Factor (VCF)

The Vehicle Class Factor (VCF) is a multiplier applied to the aggregate CFP accessory sub-index score to account for differences in base energy demand across vehicle categories. Larger vehicles with greater habitable volume generate disproportionately higher comfort-related emissions per unit of accessory use.

Vehicle class	Habitable volume (m3)	Sleeping berths	VCF
Class B motorhome	< 4.0	1–2	0.80
Converted panel van	4.0 – 6.0	1–2	0.85
Class C motorhome	6.0 – 10.0	2–4	1.00
Caravan (standard)	8.0 – 12.0	2–4	1.05
Class A motorhome	10.0 – 16.0	4–6	1.20
Caravan (luxury, > 8 m)	> 12.0	4–6	1.30

Table 1 — Vehicle Class Factor (VCF) by category. The VCF of 1.00 (Class C motorhome) is the reference value.

§ 6 — Air Conditioning Systems (CFP-AC)

(1) Air conditioning systems are the highest-impact single accessory category in the CFP framework, accounting for an average of 34 % of total CFP scores across registered vehicle classes.

(2) The CFP-AC sub-index is calculated as:

$$CFP\text{-}AC = 0.042 \times VCF \times usage\_factor\_AC$$

Where usage_factor_AC is 1.0 for standard roof-mounted units, 1.15 for dual-zone systems, and 0.75 for inverter-controlled units with certified efficiency rating ≥ A+.

§ 7 — Refrigeration Systems (CFP-AR / CFP-CR)

(1) Absorption refrigerators (CFP-AR) operate primarily on gas and generate higher direct emissions than compressor units. However, their lack of reliance on grid electricity renders them preferable in off-grid scenarios from a systemic perspective. The applicable sub-index is CFP-AR = 0.011 t/week.

(2) Compressor refrigerators (CFP-CR) consume grid electricity and are assessed at CFP-CR = 0.008 t/week, reflecting lower direct thermal emissions but higher grid dependency. In regions with high-carbon electricity grids (EF_elec > 0.350 kg/kWh), the CFP-CR coefficient shall be increased by 20 %.

§ 8 — Electrically Operated Awning Systems (CFP-EA)

(1) Electrically operated awning systems are subject to CFP-EA = 0.003 t/week, reflecting motor energy consumption during operation cycles. Note that this sub-index applies in addition to, and independently from, the awning area flat rate under Article 8, which relates to evaporation inhibition rather than motor energy use.

(2) Manual awning systems are not subject to any CFP sub-index.

§ 9 — Satellite Reception Systems (CFP-SD)

Satellite reception systems with an aperture exceeding 45 cm are assigned CFP-SD = 0.002 t/week. Smaller systems and streaming devices operating exclusively over mobile data networks are exempt from CFP assessment. The 45 cm threshold corresponds to the minimum aperture required for reception of standard-definition broadcast satellite signals in Central Europe.

§ 10 — Rear Garage Drive Systems (CFP-RG)

Electric rear garage door and floor drive systems are assigned CFP-RG = 0.005 t/week per operating unit. Vehicles equipped with both a powered floor and a powered door shall apply the coefficient twice. Manual systems are exempt.

§ 11 — Hot Water Systems (CFP-HW)

(1) Electrically supported hot water boilers with a storage capacity exceeding 10 litres are assigned CFP-HW = 0.007 t/week. This sub-index applies only where the electric heating element is the primary heat source.

(2) Gas-only boilers and combined gas/solar systems where the electric element provides less than 20 % of heating energy are exempt from CFP-HW assessment.

§ 12 — Underfloor Heating (CFP-UH)

Electric underfloor heating systems, including thermally regulated floor mats, are assigned CFP-UH = 0.014 t/week. Gas-powered underfloor heating systems are not subject to a CFP sub-index but contribute to the pitch energy consumption component under § 4. Hydronic systems integrated with the vehicle's engine waste heat recovery are exempt.

§ 13 — Emission-Reducing Equipment (CFP-SP / CFP-LB)

(1) Solar panel arrays with a total peak output exceeding 300 Wp reduce the aggregate CFP score by CFP-SP = -0.009 t/week. This negative contribution reflects the displacement of grid electricity and the corresponding reduction in ETS-covered generation.

(2) Lithium-ion battery banks with a usable capacity exceeding 200 Ah apply a further reduction of CFP-LB = -0.004 t/week, reflecting the enabling effect on solar self-consumption.

(3) The combined negative contribution of CFP-SP and CFP-LB shall not reduce the aggregate CFP sub-total below zero. No carry-forward of unused negative contributions is permitted between calendar years.

§ 14 — Fuel Sensitivity Coefficient (FSC) for Pet Transport

(1) The fuel sensitivity coefficient (FSC) quantifies the incremental fuel consumption attributable to additional payload mass. For the purposes of Annex III (pet emission allocation), the FSC is defined as:

FSC = 0.00042 l/100km per kg of additional mass

(2) This value is derived from the European Commission's Lightweight Vehicle Mass Sensitivity Study (LVMSS, 2023) and represents the fleet-average sensitivity across all leisure vehicle classes. Vehicle-class-specific FSC values may be applied upon written request to the competent authority, supported by manufacturer technical documentation.

§ 15 — CFP Aggregate Calculation

The final CFP score (in tonnes CO2 equivalent per week) is calculated as:

CFP_total = (CFP-AC + CFP-AR/CR + CFP-EA + CFP-SD + CFP-RG + CFP-HW + CFP-UH + CFP-SP + CFP-LB) x VCF

The CFP_total is then multiplied by the number of camping weeks in the calendar year to yield the annual CFP contribution to the Carbon Corridor. Fractions of a week are rounded up to the nearest half-week.

§ 16 — Annual Carbon Corridor Calculation — Complete Formula

The complete annual Carbon Corridor consumption (CC_annual) is calculated as:

CC_annual = DE + PEC_annual + (CFP_total x weeks) + Awning_annual + Pet_annual

Where:

DE = annual driving emissions (§ 1–3)

PEC_annual = total annual pitch energy consumption (§ 4)

CFP_total x weeks = total annual comfort footprint (§ 5–15)

Awning_annual = total awning flat-rate charges (Article 8, Annex II)

Pet_annual = total pet emission allocation (Article 9, Annex III)

Worked Example — Class C motorhome, 8,000 km, 6 weeks, two dogs (28 kg each)

DE: (248 g/km / 1,000,000) x 8,000 km = 1.984 t | PEC: 6 weeks x 7 nights x 2.99 kg CO2/night = 0.125 t | CFP: (AC 0.042 + CR 0.008 + EA 0.003 + SP -0.009) x VCF 1.00 x 6 weeks = 0.264 t | Awning (14 m2): 0.300 t/week x 6 weeks = 1.800 t | Pets: 2 x 0.015 t/week x 6 weeks = 0.180 t | TOTAL CC_annual = 1.984 + 0.125 + 0.264 + 1.800 + 0.180 = 4.353 t | Carbon Corridor cap: 4.000 t | Exceedance: 0.353 t | CEC required: 0.353 certificates at ~EUR 55/t = approx. EUR 19.40

§ 17 — Data Retention and Audit Trail

(1) All consumption data recorded by the CCP App shall be retained for a minimum of five calendar years from the date of recording. Holders are required to make this data available to the competent national authority upon request within 10 working days.

(2) Where a holder changes the registered mobile device, data shall be transferred to the new device via the CCP App's account synchronisation function prior to decommissioning the old device. Loss of data attributable to failure to synchronise shall not constitute grounds for reduction of the compliance obligation.

(3) The Commission shall maintain a central audit log of all CEC purchases and Carbon Corridor exceedances. Anonymised aggregate data shall be published annually in the EU CCP Annual Compliance Report.

REFERENCES AND SUPPORTING DOCUMENTS

JRC Technical Report 2024-441-EN

Evaporation inhibition effects of large-area textile coverings on sealed and partially sealed surfaces in recreational environments. Joint Research Centre, European Commission, 2024.

JRC Technical Report 2023-118-EN

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