

*1. How many cars (cars that are used by EU Parliament staff) does the EU Parliament own/run?  
What is the breakdown in terms of brands and in terms of Petrol, Diesel, Hybrid and full EV?*

The DG INLO People Transport Unit operates the European Parliament's official cars mainly used for the transport of Members of the European Parliament at and between the three places of work.

The number of vehicles in possession in 2020 amounted to 32, with the following breakdown:

- ) AUDI: 3 Audi A8
- ) BMW: 2 Serie 7  
8 Serie 5  
1 full electric i3
- ) CITROËN: 1 DS 5 hybride
- ) JAGUAR: 1 Jaguar XJ
- ) MERCEDES: 1 Classe S  
4 Classe E  
1 Classe V  
5 Viano
- ) PEUGEOT: 2 Expert (used for persons with specific mobility needs)
- ) RENAULT: 1 Espace
- ) SKODA: 1 Superb
- ) VW: 1 Phaeton

Furthermore, 145 vehicles have been acquired under an operational leasing contract – 40 minivans and 105 cars, of which 86 are hybrid plug-in cars and 15 are full electric.

- ) AUDI e-tron: 15
- ) BMW Serie 7 Hybrid Plug-In: 1
- ) BMW Serie 5 Hybrid Plug-In: 12
- ) BMW Serie 3 Hybrid Plug-In: 15
- ) MERCEDES C30 E Hybrid Plug-In: 29
- ) MERCEDES V minivan Diesel: 15
- ) SKODA SUPERB Diesel: 3 breaks + 1 limousine
- ) SKODA SUPERB Hybrid Plug-In: 15
- ) VOLVO S90 Hybrid Plug-In: 10
- ) VW Caravelle minivan Diesel: 25
- ) MERCEDES S 560e Plug-In Hybrid: 3
- ) MERCEDES E 300e Plug-In Hybrid: 1

On top of these vehicles, the Unit leases for the President of the European Parliament two armoured cars for official trips at the places of work and one car in the President's constituency in Italy.

The DG INLO People Transport Unit also provides regular shuttle transport service for European Parliament's staff for mission travel between the three places of work. For these journeys, the Unit reverts to either minivans or limousines from the existing service car fleet.

To be noted, that the shuttle service is suspended since the outbreak of the COVID-19 pandemic and until further notice.

*2. How much did the Parliament spend on petrol and diesel for its car fleet each year in the last 10 years?*

The people transport service of the European Parliament has been internalised from 1 March 2017. Before that date, this service has been outsourced to external contractors. Therefore, the DG INLO People Transport Unit cannot provide information on fuel consumption only from 01 March 2017 onwards.

The figures on the annual fuel expenses listed hereunder refer to both transport related Units of the European Parliament – the People Transport Unit and the Movers Unit.

The latter mainly use diesel driven trucks and utility vans to perform their duty, hence the contribution to the annual fuel consumption in the years 2017 to 2019 is significantly higher compared to the service car fleet of the People Transport Unit.

Annual fuel spending 2017 - EUR 227.480

Annual fuel spending 2018 - EUR 386.760<sup>1</sup>

Annual fuel spending 2019 - EUR 308.488<sup>2</sup>

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<sup>1</sup> increase of annual spending in 2018 due to adding buses to the People Transport Unit's vehicle fleet

<sup>2</sup> reduction of annual fuel spending in 2019 due to an increase of plug-in and full electric vehicles in the People Transport Unit's fleet

*3. How many greenhouse gas emissions are attributable to the mobility of Parliament staff in the institution carbon footprint of 2019 and in the last 10 years?*

Besides other transport arrangements available to Members and staff of the European Parliament, the DG INLO People Transport Unit can provide information in terms of CO<sub>2</sub> emissions only related to the official service car fleet.

Please find hereunder a table displaying details on the evolution of CO<sub>2</sub> emissions deriving from the European Parliament's people transport service:

<b>Carbon emissions: transport of persons</b>	<b>2017</b>	<b>2018<sup>3</sup></b>	<b>2019<sup>4</sup></b>
Carbon emissions generated by the transport of persons (tonnes of CO <sub>2</sub> )	71 291	73 719	68 134
Number of full-time equivalents (FTE)	14 303	14 579	13 924
'Carbon emissions generated by the transport of persons per FTE' indicator (tonnes of CO <sub>2</sub> /FTE)	5,03	5,06	4,89

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<sup>3</sup> increase of annual CO<sub>2</sub> emissions in 2018 due to the introduction of buses to the People Transport Unit's vehicle fleet

<sup>4</sup> reduction of the annual CO<sub>2</sub> emissions in 2019 following the further elimination of combustion engine cars from the service car fleet and their replacement by full-electric cars