

Business and Government for Smarter Freight

13 May 2016

Tags:

[logistics](#)

[freight](#)

[COP21](#)

Nicolette van der Jaagt, Director General, CLECAT



The Paris COP21 agreement to reduce greenhouse gas emission has been deposited at the UN in New York and opened for signature. The pressure is on for the governments that will need to make significant efforts in the coming years to translate the ambitious commitments into concrete action, particularly in the transport sector. There is also pressure on the freight transport and logistics sector to engage actively in policy development as this will support them in making the right decisions and implement actions.

The reality today for front-runners and innovators is that the carbon footprints which are available are often neither accurate nor comparable. At the same time the pressure on shippers, logistics providers, and carriers to monitor, report, and reduce CO2 emissions continues to increase. Freight forwarders are expected to be able to inform shippers of their commitment to sustainable logistics operations and to reducing their environmental impacts. Many of the currently available footprinting tools for logistics are based on default values, such as the average fuel consumption of a certain vehicle type, rather than on the measured fuel consumption of a particular vehicle. Furthermore, the various tools employ different methodologies and assumptions. This lack of comparability is in itself a disincentive for the market to report, request or use carbon footprints. For example, if one carbon footprint is based only on Tank to Wheel (TTW) emissions, while another also includes the upstream, Well to Tank (WTT) emissions of the transport service, comparison becomes inherently difficult if not impossible for the average user.

To improve the harmonisation, accuracy and application of carbon footprinting, CLECAT and FIATA therefore support the following goals:

- calculations must be consistent and comparable;
- calculations must be reliable and accurate;
- for application in business practice, carbon footprinting must be simplified and facilitated;

- industry awareness must be increased

A universal means of carbon accounting – the [GLEC Framework for Logistics Emissions Accounting](#) – is in the making and will be launched in June, building on existing methods and the GHG Protocol. CLECAT is a member of GLEC, which unites like-minded groups specialising in CO₂ calculations for various transportation modes, aiming to ensure comparable CO₂ calculations across the transportation supply chain. GLEC does not seek to replace existing tools but to ensure comparability in support of more effective and clear expectations of green freight programs globally.

CLECAT and FIATA are of the opinion that industry is not yet ready for a mandatory reporting, as previously suggested by the European Commission. But a combination of voluntary reporting and mandatory use of common methodology has in our view the greatest potential for reducing GHG emissions, particularly in the long term, as it incentivises the full range of emission reduction measures and is the most accurate in estimating real-world emissions.

In doing so business needs to make ends meet in transposing low carbon operations, efficient procedures and competitive freight rates (“smart freight”) at the same time. There is clearly a role for governments, but not necessarily through more regulation. Governments should help to overcome market and policy barriers to accelerate the uptake of solutions and innovation.

A debate on this subject will take place at the International Transport Forum (ITF) Annual Summit in Leipzig, Germany on 20 May 9:00 - 10:30. Organized by the European Freight Forwarders’ Organisation ([CLECAT](#)), the European Shippers’ Council ([ESC](#)), the International Federation of Freight Forwarders Association ([FIATA](#)), the International Road Transport Union ([IRU](#)) and Smart Freight Centre ([SFC](#)), we will debate the need for business and government collaboration on smarter freight. [See here for more details](#).

The event will also showcase best practice of existing initiatives and thus accelerate the uptake of practical solutions throughout industry.

This event is open to Summit participants, please register for the Summit [here](#), if you would like to attend.

For more information, please contact info@smartfreightcentre.org. *The Annual Summit of the [ITF](#) is the premier global transport policy event. Held since 2008, it brings together transport ministers from around the world to share policy perspectives with CEOs, heads of international organizations, thought leaders from civil society, academia, and media.*

Green and Inclusive Transport - Latest posts

[Business and Government for Smarter Freight](#)

13 May 2016

Nicolette van der Jagt, Director General, CLECAT

The Paris COP21 agreement to reduce greenhouse gas emission has been deposited at the UN in New York and opened for signature. The pressure is on for the governments that will need to make significant efforts in the coming years to translate the ambitious commitments into concrete action,... [Read more](#)

Fuel economy: a vital building block for tackling climate change

10 May 2016

Sheila Watson, FIA Foundation

Improving vehicle fuel economy is simple and cost effective. By introducing policies to improve fuel economy, such as emissions standards, fiscal incentives and labelling, governments can significantly reduce the amount of fuel used by vehicles in their country, saving money and cutting carbon... [Read more](#)

Rail's Green and Inclusive Transport

9 May 2016

Jean-Pierre Loubinoux, UIC Director General

COP21 highlighted the decisive role that transport can play in sustainable development. The transport sector represents around 25% of CO2 emissions and the outlook for the mobility of goods and people is expected to increase over the coming decades. At global level it is essential that... [Read more](#)

Spending more, spending better on sustainable transport infrastructure

28 April 2016

Cornie Huizenga, Secretary General, Partnership on Sustainable, Low Carbon Transport (SLoCaT)

2015 saw three major global policy processes that emphasised the need for greater investments in sustainable infrastructure, including in the transport sector. These included the Addis Ababa Action Agenda (AAAA) on financing for development), the UN's 2030 Global Goals on Sustainable... [Read more](#)